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# AUTOSPORT

Spa 24-hrs: *Quester and Hezemans win for BMW*



**JENSEN-HEALEY****ROAD TEST REVIEW****SPECIFICATION AND PERFORMANCE DATA**

Car tested: Jensen-Healey open sports 2-seater.  
 Engine: Four-cylinders in aluminium block inclined at 45 degrees. 95.2 mm x 69.3 mm (1973 cc). Compression ratio 8.4 to 1. 140 bhp at 6500 rpm.  
 4 valves per cylinder operated by twin belt-driven overhead camshafts. Two Dell'Orto twin-choke carburettors.

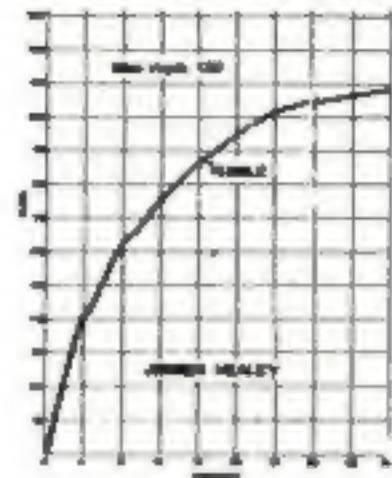
Transmission: Single dry plate clutch. 4-speed all-synchromesh gearbox with central range, ratios 1.0, 1.29, 1.99, and 3.12 to 1. Hydrol rear axle, ratio 3.73 to 1.

Chassis: Combined steel body and chassis. Independent front suspension by wishbones and coil springs. Rack and pinion steering. Live rear axle on four links and coil springs. Telescopic dampers all round. Servo-assisted disc front and drum rear brakes. Bilstein light-alloy wheels fitted 185/70 HR-13 radial-ply tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev-counter. Oil pressure, water temperature, and fuel gauges. Voltmeter. Clock. Heating, demisting, and ventilation system. 2-speed windscreen wipers and washers. Flashing direction indicators. Reversing lights. Radio (optional).

Dimensions: Wheelbase 7 ft. 8 in. Track (front) 4 ft 5.2 in. (rear) 4 ft 4.9 in. overall length 13 ft. 6 in. width 5 ft 3.2 in. weight 19 cwt.

Performance: Maximum speed, 120 mph. Speeds in gear: Third, 98 mph. Second, 64 mph. First, 41 mph. Standing quarter-mile, 16.0 s. Acceleration 0-100 mph, 25.4 s. Fuel consumption: 20 to 25 mpg.



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Cheerful trio after last weekend's CanAm race at Watkins Glen are (left to right) third man Jody Scheckter, winner Mark Donohue and runner-up David Hobbs—happy with his sponsors' product!



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## EDITORIAL

### Matra or Ferrari?

Not only has Matra-Simca's win at Watkins Glen completely opened up the Manufacturers' Championship once more, it was a personal triumph for Frenchmen Gerard Larrousse and Henri Pescarolo. Just to re-cap, five of the 10 rounds so far held have been won by Matra, two by Ferrari, two by Porsche Carrera RSs and one, at Spa-Francorchamps, by Gulf-Mirage. But the amazing thing is that those five French wins have all been achieved by just two drivers. The victories of Pescarolo and Larrousse at Vallelunga, Dijon, Le Mans, Osterreichring and Watkins Glen establish them among the classic long distance sports car drivers of all time. Of course, their success relied on the strength of the Matra effort, their designers, technicians, managers and mechanics, all of whom worked hard and successfully to eclipse the previously all-powerful works Ferrari team. Even if the French V12 car has not always won, it has conclusively proved its superiority.

All now depends upon the final round, for which we will have to wait until October 21. Only the two major teams are likely to make the long haul to Buenos Aires—keen on clinching the title but less keen on the political problems that beset that turbulent country.

### A high price

In its short history, the Spa-Francorchamps 24-hr saloon car race has claimed many victims, but last weekend's toll was unacceptable in this era of safety-conscious motor sport. Fast speeds have always been a facet of Spa and although this claimed the deaths of Hans-Peter Joosten and Roger Dubos, the serious injuries to Massimo Larini and Hubert Raus emphasise a fault in the circuit. Both drivers' cars went over the top of the Armco barrier.

Although it wasn't a cause in any of the Spa accidents, the problem of lappery was very serious. With the BMWs and Fords spending much of each lap in excess of 160 mph, slower cars constantly got in their paths and it was a miracle in many cases that there weren't even more serious accidents. Although one would not want the Spa 24-hr touring car race to be cancelled, it should not be run again for cars with such diverse speed differentials.

The problem is much worse in this race than in the Spa 1000-km World Championship for Makes round earlier this year. The qualifying time in that race was based on the best practice time overall, but for the touring car race the 2-litre cars had their own qualifying time, which enabled painfully slow Renaults and Simcas to get into the race although they were over 1½ min per lap slower than the 3-litre Fords and BMWs.

### our cover picture

A comfortable win in last weekend's Spa 24-hour race went to the works 3.3-litre BMW CSL, driven by Toine Hezemans (pictured) and Dieter Quester. Our full report of this tragic race starts on page 18.

Photo: Colin Taylor Productions

## F1, F2 and G5 1974 provisional dates

The CSI last week announced the provisional championship dates for F1, F2 and G5 for 1974.

The 15 proposed F1 championship rounds are: Argentina, January 27; Brazil, February 3; South Africa, March 3; Spain (Jarama), April 28; Belgium (Nivelles), May 12; Monaco, May 26; Sweden, June 9; Holland, June 23; France (Dijon), July 7; Britain, July 21; Germany, August 4; Austria, August 18; Italy, September 8; Canada, September 22; America, October 6.

The European F2 Championship will comprise of a maximum of 13 races (a reduction of nine from this year's original programme). The dates set are: Mallory Park, March 9; Hockenheim, April 7; Thruxton, April 15; Pau, May 6; Barcelona, May 12; Hockenheim, June 10; Zolder,

June 30; Mugello, July 14; Karlskoga, July 28; Monza, August 25; Albi, September 1; Hockenheim, September 22; Vallelunga, October 6.

The June 16 race scheduled for Hockenheim will almost certainly be held at the Nürburgring.

The sports car championship has 11 scheduled rounds with a further two in reserve should any be cancelled. The proposed main events are: Daytona, February 3; Road Atlanta, April 7; Monza, April 25; Nürburgring, May 19; Spa, June 2; Watkins Glen, July 28; Paul Ricard, August 15; Brands Hatch, September 29; Buenos Aires, October 20. The two reserve events are Imola, May 5 and Hockenheim, August 25.

The dates will be confirmed by the CSI at their general meeting in September.

## Hunt's BMW

Although James Hunt retired in the first hour of the Spa 24 Hours last weekend when the Rivers Camaro broke, the Formula 1 driver's trip to Belgium wasn't all wasted, as Burkhardt Bovensiepen arranged for Hunt to drive with the Alpina BMW CSL team.

The only Group 2 rounds which didn't clash with Hunt's Formula 1 plans were the Zandvoort race and the Paul Ricard round, although Bovensiepen had hopes for him to drive in the Silverstone Tourist Trophy, but it clashes with the Canadian GP. There was even talk of Hunt driving for the team at Spa, if the Rivers car didn't start.

Hunt's Zandvoort debut for the team may now be in doubt, however, after the death of team-driver Hans Peter Joosten in the Jägermeister car, which was severely damaged.

## Lombard F3 date changes

Because of a couple of date clashes in the F3 calendar, MCD have announced some revisions to the dates. The Lombard North Central round which was scheduled for Snetterton on October 8 will now be held at Oulton Park on September 8. The John Player round at Oulton on October 8 stays the same.

The Lombard final round, originally set for Brands Hatch on October 14, will now be on November 14 at Brands, the regulation about championships ending before October being waived in this case. Again the JP round at Mallory remains unaffected.

## Bourgoignie's plans

With the Belgian saloon car championship going Group 1 instead of Group 2 next year, Claude Bourgoignie will not be seen so frequently in saloon car racing next year. He was unable to race at Spa following the destruction of the Broadspeed Capri at Silverstone, but will be able to continue in the Kent series when the next round takes place in September. For next year the BP-sponsored driver will be concentrating on Formula 2.

Another driver unable to race at Spa was Dutch saloon car champion Han Akersloot, who suffered a broken leg recently. Akersloot, however, hopes to drive a Capri at the Dutch GP meeting this Sunday. It seems that the Dutch driver's connections with Ford may be broken, as Han's name has been linked with a BMW Alpina drive and with an American project for next year.

## Stommelen's F1

Rolf Stommelen will make a comeback to Formula 1 racing at the German Grand Prix on August 5. The German, a Nürburgring specialist, will drive Andrea de Adamich's repaired but redundant Brabham BT42. He may also do the Austrian and Italian events.

Another German driver down for the Nürburgring race is Jochen Mass. His Surtees TS14 will be repaired after its Silverstone crash, and if there are no team mishaps in the Dutch GP, Mass may be able to make a proper F1 racing debut.

## Wilson Fittipaldi's F2 Misano

Just 12 cars turned up at Misano last week for the non-championship F2 race. Roger Williamson



Roger Williamson—pole position.

was on pole position in the Wheatcroft March-BMW and made the best start in the first of the two 30-lap heats. (The races were shortened from 40 to 30 laps because of much engine trouble experienced in practice.) Williamson drew away from the field and looked uncatchable until lap 18, when, following a spin, his engine gave trouble and he retired. Ronnie Peterson



Wilson Fittipaldi—overall winner.

## Langford new GPDA secretary

Robert Langford will be at Dutch Grand Prix in his new capacity as secretary of the Grand Prix Drivers' Association. He takes over from Andrew Ferguson, who has been forced to resign through ill health. Langford has commented in this country and in South Africa.

He has recently returned from South Africa where he was secretary of the SA Motor Racing Club, which owns Kyalami. A former actor, stage manager and producer, he has competed at club level in saloon car racing. Langford is also a keen tennis man, having been chairman of the SA Lawn Tennis Umpires' Association and a current member of the Lawn Tennis Umpires' Association of GB.

(Texaco Star) and Vittorio Brambilla (March-BMW) were neither happy nor quick and retired early on with engine maladies. After Williamson retired Wilson Fittipaldi took the lead in the works Brabham-BMW BT40 with brother Emerson following him in second place with his Texaco Star. Third was Jacques Coulon's March-BMW 12 s behind.

In the second heat Williamson and Vittorio B. both restarted but it was Wilson and Emerson Fittipaldi who shot off into the lead. Williamson caught them and on lap 18 passed them both and proceeded to take the chequered flag. Five laps from the end Emerson retired when the water pump failed on the Lotus-Nova-motor engine so Wilson was left with an easy overall victory.



Colin Vandervell—second again.

Colin Vandervell who finished fourth in the first heat and third in the second was therefore second overall. Coulon was fourth in second heat and third overall just 1 s behind Vandervell. Emerson was classified fourth, five laps behind, with Roland Binder (Brabham BT36) fifth, six laps down, and Williamson sixth, 12 laps behind.

## No Ferraris at Zandvoort

Just as we were going to press this week we heard that Ferrari were not going to Zandvoort this weekend and may miss the Nürburgring GP also.

The reason is the Jacky Ickx he said that he will not race the car again until it is competitive.

The car has been extensively redesigned with side radiators, proper ducting, modified bodywork and chassis. Ickx is due to be testing the car this week at Modena. If it is not considerably faster than of late Ickx has stated that he will drive another type of car at the Nürburgring.

## Pit and Paddock

# Dutch GP: tension high for round 10

Despite the carnage of the Silverstone accident a fortnight ago, most teams will be up to strength for this Sunday's Dutch Grand Prix at Zandvoort. All are assuming that the extra work specified by the CSI Safety Committee—which led to the cancellation of the F5000 event recently—has been done and are sending a fully representative field to the seaside track they have not visited for two years.

Good news is that Team Surtees have repaired the TS14s of Carlos Pace and Mike Hailwood, although they are very low on spares and engines and are praying for no major snags. Their third TS14, for Jochen Mass, should be readied for the German.

Brabham will be down to just two BT42s, for Wilson Fittipaldi and Carlos Reutemann, although they will have three for the following week's Nürburgring event in which Rolf Stommelen will drive. Over at Bicester, Roger Williamson's STP March and David Purley's similar Lec car will be repaired. James Hunt's Hesketh Racing 731 and Mike Baillie's Stockbroker Special will be going too.

It seems that Jean-Pierre Jarier,

Gilles van Lennep—Iso drive.



### BRIEFLY . . .

With rumours flying about as to the state of health of Gavin Booth, the Mini driver injured in the horrifying saloon car shunt at Silverstone, we rang Oxford's Radcliffe Infirmary on Tuesday and were informed that he had left for his home in Luton last Friday. We hope that he is now well on the road to recovery.

Brian Robinson will make his Formula 5000 debut at Silverstone on August 5. The car is an ex-F1 McLaren M19 fitted with a Morand engine. Tony Dean, who has had a hand in the preparation, reckons it will be a flyer. Meanwhile, Robinson's Formula Atlantic Ensign will probably be handled by Roger Keels.

who has his F2 Championship lead to defend at Mantorp on the same day, will return for all future races. The only other F1/F2 clash is on September 3 when the Italian GP and Norisring F2 events will be held. As Williamson has the Monza Lottery F2 win to his credit, he would seem to be the obvious F1 choice if March and BMW feel it necessary for Jarier to do the F2 event.

Frank Williams' second Iso Marlboro will be driven by van Lennep, the Dutch driver who will no doubt be a big crowd-puller. Howden Ganley will be in his No 1 car, but no long-term decision has been taken over the second seat. The Marlboro BRM team will have their usual three latest P160s for Clay Regazzoni, Jean-Pierre Beltoise and Niki Lauda, the last of whom is fit despite a testing accident at Mosport Park last week.

From Italy there may be a Ferrari for Jacky Ickx and the two different Tecnos for Chris Amon. Graham Hill's Embassy will be present, as will the two UOP Shadows of George Follmer and Jackie Oliver and Morris Nunn's Ensign for Rikki von Opel.

But undoubtedly the biggest leadership fight will centre around the three dominant teams—John Player Team Lotus, Elf Team Tyrrell and Yardley McLaren. All will be up to full strength with plenty of cars, spares and engines for Emerson Fittipaldi and Ronnie Peterson (JPSs), Jackie Stewart and François Cevert (Tyrrells) and Denny Hulme and Peter Revson (McLaren).

Leading points position in the drivers' championship are Stewart, 42; Fittipaldi, 41; Cevert, 33; Peterson 25; Hulme, 23; and Revson, 20.

In the manufacturers' section, it is also close, with JPS on 62, Tyrrell on 57 and McLaren on 35.

Round 10 should certainly be a cracking race!

We regret to report that Formula Atlantic driver Ian Mawby is still very critically ill in hospital following his horrific accident at Snetterton three weeks ago.

Captain Eddie Rickenbacker, the famous World War I flying ace who took part in the original Indianapolis 500 race in 1911, has died in Zurich. He was 82. It is reported that he made the then phenomenal sum of £8,000 a year before the war for his car racing activities.

Ladbrokes' odds for the Dutch GP this weekend are: 7/4 Jackie Stewart; 9/4 Ronnie Peterson; 7/2 Emerson Fittipaldi; 11/2 Peter Revson; 8/1 Denny Hulme; 10/1 François Cevert; 12/1 James Hunt and 14/1 and upward the rest.

## McLaren 1-2 at Michigan

While the McLaren F1 cars were finishing first and third at the British GP, USAC cars originating from Colnbrook were scoring a first and second at the Michigan International Speedway 200-mile race. This was the first race since Roger Penske bought the circuit and the first championship event with the new wing regulations. This did not appear to diminish speeds but accidents were more sparse than usual.

The race was won by Roger McCluskey in a private M16C owned by Lindsey Hopkins who pipped the works McLaren of Johnny Rutherford by 24.7 s. As usual Bobby Unser was on pole with the works Eagle-Offy but after leading the race he retired with a holed engine.

## Ethuin wins Arras F3

Christian Ethuin won the French Championship F3 round at the new Arras circuit last Sunday. Having finished second in the first heat, 0.6 s behind Bernard Beguin, he won the second heat in 10 seconds and thus won the race overall in his Martini-Vegantune. Beguin was second overall in a Martini-Holbay having spun four laps from the end of the second heat. Alain Serpagli (Alpine) finished fourth and third respectively in the two heats and took third overall as Jean-Pierre Paoli, third in the first heat and leading the second, dropped back with gearbox trouble. Jacques Lafite was fourth overall, Jean Max fifth and Alain Cudini sixth.

## Pop stars at Brands Hatch

The Radio Luxembourg Day at Brands Hatch on August 12 will feature a host of personalities from the pop music world as well as top championship races for Formula Atlantic and special races.

Among those scheduled to appear are Britain's number one group Slade, plus Goordie, Olivia Newton-John, Susie Quatro, Linda Lewis and various members of Argent, Mungo Jerry, Deep Purple, Family, Fleetwood Mac, Yes, Led Zeppelin, Emerson, Lake and Palmer, and many others. 208 DJs Paul Burnett and Tony Prince will also be on hand and many of these personalities will take part in a ShellSport Mexico race.

Dennis Priddle will demonstrate the incredible 208 Dragster while the 208 sponsored F5000 Lolas and Motul F2 cars will also be demonstrated.

## Hans Peter Joisten

The tragedy at Spa last weekend has claimed the lives of two very talented saloon car drivers, Hans-Peter Joisten and Roger Dubos.

German driver Joisten, who was leading the race at the time, scored his most notable success as co-driver to Brian Muir in the Alpina BMW CSL at the Nürburgring "24 Hour" race recently. (The event was run over two six hour parts.)

Joisten was first known for his saloon car exploits when driving a BMW 2002 for an Alpina dealer in Essen, but at that time he wasn't taking his motor racing very seriously, and never achieved much success. But he changed all that by losing his playboy image—he stopped drinking and lost 20 lb in weight—and became included in Burkhardt Bovensiepen's Alpina team, especially for the Nürburgring 24-hour race, where he won with Muir and then again for the Nürburgring 6-Hour European Touring Car round in which he and Niki Lauda finished third.

That secured him a permanent seat in the Alpina CSL team for the rest of the year, and Yogi Muir chose him as co-driver in the Jägermeister car for the Spa 24-Hour race. Joisten was rapidly becoming regarded as the most promising newcomer to Group 2 this season for his excellent drives, and to his family we offer our most sincere sympathies.

## Roger Dubos

Twenty-six-year-old French driver Roger Dubos was a leading contender in Formula Bleu France and Formula Renault between 1969 and 1972; in 1972 he was a member of the works Alpine Elf team in Formula Renault. This year he turned to prototype racing with a Chevron B23, which he drove at Le Mans with Christine Beckers. Dubos was also instructor at the Albi racing school. To his family and friends, AUTOSPORT offers its deepest sympathy.

## Jack Duckworth

We regret to report the death of popular northern enthusiast Jack Duckworth (61). Mr Duckworth was a past member of the RAC Competitions Committee and an RAC Steward at all major meetings. He was responsible for organising the northern section of the RAC Rally.

A former Monte Carlo and Tulip Rally competitor, he was also a past chairman of the Association of Northern Car Clubs and past president and chairman of the Lancashire AC.

Mr Duckworth, a chartered surveyor and former mayor of Accrington, leaves a widow, Doreen, and two children, John and Jean.

# Pit and Paddock

## F2 battle at Mantorp Park

The F2 championship continues this weekend with a basic round at Mantorp Park in Sweden. Jean-Pierre Jarier will again be missing out F1 to try to score more F2 points and consolidate his lead in the championship.

He will of course be leading the STP March-BMW attack with Hans Stuck backing him up once again. Others in March-BMWs will be Colin Vandervell, Jacques Coulon, Bill Gubermann, Roland Salomon and Andy Sutcliffe, who will be debuting the Mitford Group example. There is also a chance that Japanese driver Masami Kuwashima will also be making his F2 debut with a March-BMW.

Jarier's main challenger in the championship is Jochen Mass and he will be present in the leading works Matchbox Surtees-Fina TS15. His team-mate on this occasion will be local driver Torsten Palm who drove for Surtees at Kinnekulle.

A BMW-engined GRD will also be making its first appearance at this race. Hiroshi Kazato will be in a Schnitzer-powered 273 while Ford-engined cars will be on hand for Tetsu Ikuzawa, Brendan McInerney, Jo Vonlanthen, Claude Bourgognie and Swedish SuperVee ace Bertil Roos in a GRS-entered, Fred Opert-owned car. The Pierre Robert car will be present for Reine Wisell (probably the only graded driver), Sten Gunnarsson and Gunnar Norstrom. The works Chevron will be handled on this occasion by John Watson who has been lent to Chevron as there is no Brabham available for the event.

Patrick Depailler is another in with a chance of catching Jarier and he will be in his usual Elf 2 supported by Jean-Pierre Jabouille. Rondelet will be taking three Motuls for Bob Wollek, Tom Pryce and either Tim Schenken or Jean-Pierre Jausaud. Manfred Schurti will be having another outing in the Royals while Pygmies will be handled by Francois Mignault and Georges Schaefer.

## Rollinson's problem

Alan Rollinson, who has had an unprecedented run of mechanical failures with his McRae plus a couple of wrong decisions when choosing tyres for a race, has decided to withdraw the car from the rest of the Formula 5000 series. "I have come to the end of the road so far as money is concerned and I shall now be looking for a sponsor for next year," he told AUTOSPORT this week.

In the meantime Rollinson wishes to make it clear he has not retired as a driver, purely as an entrant.

## Lader dominates Canadian FB

American Alan Lader completely dominated proceedings in taking the Player's Atlantic race on July 15, the fifth round in the Player's Challenge Series for the Canadian Championship. This was the fourth victory for the Oregon native's Brabham BT40. He was followed home by Toronto's Bill Brack driving an ex-Dave Walker Lotus 59. Third was Peter Ferguson (Chevron B20B) while the top six was rounded out by Californians Max Callicott (March 73B) and Wink Bancroft (Falconer March 722) and Montreal native Reg Sculption (March 722).

Point leader entering this race, John Powell (ex-Rondelet Brabham BT38) was hit by Sweden's Bertil Roos (Brabham HT35) on the race's seventh lap. Powell was launched into a series of rolls that completely destroyed his car, scraped off most of his helmet and broke his roll-over bar but fortunately damaged himself only to the extent of lacerations on the arm.

Until Lader moved to the front the first place dice had been between second and third qualifiers Brack and Craig Hill (Brabham BT40), but their scrap was ended on the 30th lap when Hill spun off to retire from further competition.

Only the race at Gimli Manitoba on August 5 remains but the title is far from decided. Because only Canadian residents can score points, Brack leads the table with 85 followed by Powell on 82, Ferguson at 67, Hill at 66 and Roy Folland (March 73B) with 64. Because 30 points are given for a victory, any one of these drivers could take the title.

## Lauda's shunt at Mosport

Niki Lauda, currently BMW's most impressive driver, had a nasty accident at Mosport Park last week while tyre testing. Apparently his P160 hit a wild boar which had decided to take a stroll on the circuit. Niki stopped the car without too much damage but hurt his wrist in the process. He had to miss Spa last weekend but should be fit for Zandvoort this Sunday.

## Hugenholtz quits

John Hugenholtz, for 25 years managing director of Zandvoort circuit, is to retire in September. Zandvoort city council, for whom Hugenholtz ran the track, has leased the circuit to the Netherlands Autosport Vereniging (NAV). The 58-year-old grand old man of Zandvoort will continue as an adviser and members of the Reconstruction Council.

## BRIEFLY . . .

• The Austrian Grand Prix on August 19 will be sponsored by the Austrian national tobacco company and named after the new international brand, Memphis. The deal was announced at a press conference last week, but Dr Klölmstein, assistant general manager of the state-owned company, didn't reveal the investment figure. One may assume that the Austria Tabakwerke AG is spending about one million Austrian Schillings (more than £23,000). Dr Klölmstein also indicated the company's readiness to sponsor the Austrian Grand Prix for the next few years.

• Ian Ward, the entrant of Keith Holland's successful F5000 Trojan, will almost certainly run two cars next year. Driver has not been named.

• Stuart Baird's Lotus 69F from last year was collected last week by Austrian Max Bulla, who will enter it in European Championship events for Dieter-Karl Anton. The three-car Mobil-Bulla team also comprises 69Fs for Gerhard Iraa and Michael Bulla.

• Syd Fox is currently trying to organise a week in Majorca during November for FF and F3 drivers. Interested parties should contact him at 01-654 0121.

• Wealthy Canadian George Eaton is likely to drive a Marlboro-sponsored March 731 in the Canadian Grand Prix at Mosport Park in September. It will be the chassis used in Europe by David Purley.

• There is a likelihood of a replacement Rothmans F5000 Championship event at Zolder in September to counter the cancelled events at Misano and Zandvoort.

• Following our Very Silly Season piece in last week's P&P, John Surtees has pointed out that Jochen Mass, Carlos Pace and Mike Hailwood are all under contract to drive for him in 1974.

• Andrea de Adamich was more seriously hurt in the John Player Grand Prix accident than was originally believed. The Italian left hospital last Sunday in the knowledge that in addition to a broken right ankle his left leg was broken just below the knee. It will effectively mean that de Adamich will be out of racing for two or three months.

• Apologies to Lockheed and particularly to Armstrong, whose equipment was not credited to some of the cars in the John Player Grand Prix. Armstrong shock absorbers were fitted to the front and rear of the cars of Denny Hulme, Mike Hailwood, Graham Hill, George Follmer, Jackie Oliver and Rikki von Opel, and to the front of Jean-Pierre Beltoise's BRM. Additionally, Mike Beuttler's March was equipped with Lockheed brakes, not Girling as stated.

• Chris Amon was busy testing the Goral-designed Tecno at Silverstone last week. Engine troubles cut the session short but Amon was delighted with the handling of the car and in a very short time got down to his GP practice time with the McCall car. It seems certain that Amon will drive the Goral at Zandvoort fitted with a brand new flat 12 engine.

• Rumours are currently circulating that the Goodwood racing circuit, owned by the Duke of Richmond and Gordon, may be brought back into use.

Apparently at least two major sponsors are interested in bringing the circuit back to life and the proposals include lengthening the course by about one third of a mile and providing additional grandstands.

• The World Sports Car Championship placings are now very close following Matra's win at Watkins Glen last Saturday. Ferrari, courting their best eight scores, have 127 points while Matra, with only seven results so far, have 124.

This almost certainly means that the teams will have to go to Buenos Aires for the final round on October 21 although they are all apparently reluctant to do so. The other championship positions are 3, Porsche, 85; 4, Mirage, 48; 5, Lola, 36 and 6, Chevron, 30.

• BP's popular competitions manager, Harry Downing, retires from his position at the end of this month. However, he will still be seen around race meetings as he has been retained by BP as a consultant to their racing activities and also Tom Wheatcroft has retained his services for the Donington Museum where Harry's great knowledge of motorcycling history will be used for a motorcycle hall in the Collection.

• Bill Stone currently on holiday in New Zealand, has left March Engineering where he was production manager. Bill has acquired premises half a mile from the March factory in Bicester, where he will set up his own fabrication business on his return.

• Exciting prospects are in store at Brands Hatch on August 19 when the main feature of the BMW day there will be a race between 10 white and 10 black 2002 models driven by members of the House of Commons and House of Lords. The names of the Right Honourables and Their Lordships have yet to be announced.

• Tony Rouff, the American driver who won the GP Silverstone F3 race, has decided to concentrate solely on F3 in future. Up until now he has been engaged in both F3 and Formula Ford. The reason for doing this was to gain experience and now having done over 50 races this season he has decided to sell his AB3 Racing-prepared FF Merlin.

# All your weekend sport

## BRANDS HATCH

France faces England in a tremendous entry for this Sunday's John Player International Formula 3 meeting at Brands Hatch. Championship leader Alan Jones with the DART GRD has to contend with continual French winner Jacques Laffire and Jean-Pierre Paoli in the BP Martini, and Michel Leclerc and Alain Serpaggi in Alpine Renaults. Other leading British entries are Tony Brise, Brian Henton, Andy Sutcliffe, Ian Taylor, Mike Wilds, Larry Perkins and Russell Wood.

More continental flavour is added by entries from Pierre Francois Rousselot, Gunnar Nordstrom, Philippe Albers, Leonel Friedrich, Tony Rouff, Masami Kuwashima, Leita Lombardi, Jean Max, Hakan Dahlquist, Presenti Rossi, Johnny Gerber, Ulf Svensson, Alain Cudini, Christian Ethuin and Pedro Passadore.

It's a massive entry for the three 10 lap heats on the club circuit, with the final being over 30 laps. The heats and the final promise to give some of the best racing seen on the Brands club circuit this year.

There are two non-championship FF races, with notable entries including Bryan Sharp, Terry Fisher, Richard Morgan and Frank Hayes. Tony Dron and Allan Wilkinson head the non-championship Escort Mexico race, while the meeting also includes a ShellSport Celebrity Mexico race.

Practice for Formula 3 cars is between 8.45 am and 12.15 pm on Sunday and the first race starts at 2.30 pm. The Formula 3 final is at 4.40 pm.

## SILVERSTONE

Highlight of this Sunday's Silverstone championship meeting is a 15 lap BP Formula Atlantic Championship round, which has attracted a magnificent entry including Colin Vandervell, Ray Mallock, John Nicholson, Jim Patterson and John Lepp.

Also in this eight race programme are two races for Esso Uniflo special saloon contenders with notable entries including

Mick Hill (Boss Capri), Tony Strawson (Falcon), Tony Hatzelwood (Daf 55), Des Donnelly (Firenza), Brian Cutting (Escort Martin) and Bob Fox (Mini Clubman). For the STP Formula Ford Championship contenders, there are two heats and a final with entries including Patrick Neve, Richard Hawkins, Roger Bruce-White and Mike Young. A Tricentrol clubmen's sports car race promises to be a continuation of Frank Sytner/Vernon Davies battle and the meeting also includes a Charles Spreckley Thoroughbred sports car race.

Starts at 2.45 pm.

## LLANDOW

The BARC are staging their first race meeting at Llandow this Sunday and seven races are planned, two of which are rounds in the Blue Circle mod sports championship. Entries include Brian Hough's Tuscan, John Pearson's XK120, Robin Gray's Morgan + 8, John Evans and Jon Fletcher in Elans and Roger Cowdry's Ginetta G15.

There are a couple of Forward Trust special saloon races too with entries including Gerry Marshall's Firenza, John Turner's Escort, John Morgan's Jaguar 3.8, Ian Richards' Mini-Cooper S, Ray Payne's Imp and Len Brammer's Mini. There are two heats and a final for Wella Formula Ford contenders with entries including Colin Mock, Ted Wentz, Peter Harrington and Roger Manning.

First race starts at 2 pm.

## AINTREE

Aintree's Summer club meeting this Saturday has attracted some excellent entries for the large programme, with races for saloons, FF, mod sports, 750 Formula and Formula Libre. Leading entries are Chris Meek's Escort, Eddie Regan's ex-Mick Hill Boss Capri, Richie Healey's Gryphon, Richard Hawkins' FF Titan, Jim Charnock's Brabham BT30, Jon Fletcher's Elan, Brian Hough's Tuscan, John Pearson's XK120, Jim Mather's BRM P153B and Rob Cochran's Baldwin. The

first race starts at 2 pm.

## MALLORY PARK

Although only a clubmen's meeting, this Sunday's Mallory meeting has attracted a considerable amount of entertainment with nine races, a jazz band display and a troupe of drum majorettes. Entries for the many races include Eddie Regan's Boss Capri, Mike Berman's Popular-Oldsmobile, Dennis Nott's Escort-Chrysler, Chris Meek's Escort, Meek's de Tomaso Pantera, John de Stefano's Porsche Carrera, Chris Williams' Jaguar V12, Julien Stock's Europa, Stuart Graham and Terry Halls in Camaros, Harry Phillips' 7-litre Corvette and Keith Garrett's FF Lotus.

There's lots more top competition too, with first race starting at 2.30 pm.

## SNETTERTON

Highlight of this Sunday's Snetterton championship meeting will be a Castrol production saloon car race which has attracted four Camaros—including Richard Lloyd's car—Tony Lanchini and Roger Bell in BMWs, Gordon Spice's Capri, John Handley and Stan Clark in Alfah, Bernard Unett's Hunter and many others.

Donald Macleod, Bob Arnott and Derek Lawrence will be continuing to battle out honours in the BOC FF Championship, with other entries from Stephen South, Frank Hopper and Syd Fox, while there are eight other races at this attraction for cars varying from vintage to saloon and Formulas 4, Vee and 1200.

First race starts at 2 pm.

## CROFT

Six races are planned by the NSOC at this Sunday's Croft meeting, with races for monoposto, FF, mod sports, special saloons and libre. Entries include Brian Toft's Anco, Trevor Scarrett's Brabham, Terry Horrocks' FF special, Spencer Elton's Ensign, Bob Leckie's Brabham BT36, John Absalom's Ginetta G4, Doug Niven's Boss Escort, Chris

Meek's Escort, Keith Bowmaker's Escort V8 and Alec Clacher's Imp. First race starts at 2.45 pm.

## LYDDEN

Innovation is the theme this weekend at the Kent circuit where TEAC have organised three "different" races. The first is an eliminator for groups of Minis, the second a saloon car distance (rather than time) handicap, and the third is a Devil take the hindmost race.

Saloons, FF and Mini-Sevens will also race and proceedings begin at 2.45 pm.

## INTERNATIONAL DIARY

July 27/29 Danube Rally, Rumania (European Rally Championship for Drivers, round 10).  
 July 29 Dutch Grand Prix Zandvoort (World Championship for Drivers, Formula 1, round 10).  
 Manthey Park, Sweden (European Championship for Formula 2 Drivers, round 10).  
 Road America, Wisconsin, USA (LBM F5000 Championship, round 6).  
 Brands Hatch, England (John Player F3 Championship, round 7).  
 Pennsylvania 500, Pocono, USA (NASCAR).  
 Luanda Angola (G3).  
 August 3/5 Rally of 1000 Lakes, Finland (World Rally Championship, round 8).  
 Nova Lisboa & Rio, Portugal (G3).  
 August 5 German Grand Prix, Nurburgring (World Championship for Drivers, Formula 1, round 11).  
 Thruxton, England (European Championship for 1275cc cars, round 6).  
 Silverstone, England (Rothmans F5000 European Championship, round 10).  
 Djursland, Denmark (European Formula Ford Championship, round 6).  
 Washington, USA (TransAm).  
 August 12 Karlsruhe, Sweden (European Championship for Formula 2 Drivers, round 11).  
 Zandvoort, Holland (European Championship for Touring cars, round 6).  
 Lexington, Mid Ohio, USA (CanAm, round 4).  
 Talladega 500, USA (NASCAR).  
 Bangsue 500, Angala (G3).  
 August 13 Enna, Italy (European Championship for 12 litre sports cars, round 5).  
 August 19 Austrian Grand Prix, Osterreichring (World Championship for Drivers Formula 1, round 12).  
 St Ursanne-Les Rangiers, Switzerland (European Hillclimb Championship).  
 Road Atlanta, Georgia, USA (LBM F5000 Championship, round 8).  
 Ostermanning, Austria (European Formula Ford Championship round 6).

## CATCHPOLE



By Barry Foley

# When the prize is an international market you don't take a chance on your oil



The Ford Rally Team wins on Shell Super Multigrade

**Only Shell Super Multigrade has  
the unique 'muscle-molecule'. That's why  
it always stays 20w/50 no matter what  
make your car or how hard you drive it.**

One of the most dynamic motoring success stories in the last 20 years, the Ford Rally Team Escorts, have helped to give the Ford Motor Company an unbeatable record in the international market. "We apply the very latest evaluation techniques to every supplier item," says team manager Peter Ashcroft. "Shell Super Multigrade is utterly dependable. It always stays in grade between oil changes, providing our engines with top protection." His rally experience confirmed Shell's own exhaustive testing.

#### **Unique 'muscle-molecule'**

Shell Super Multigrade contains a unique polymer additive developed by Shell and used exclusively in Shell Motor oils. It's a styrene butadiene co-polymer, nicknamed the 'muscle-molecule'. It's much tougher than ordinary polymers. Tough enough to hold the oil in grade and give improved engine protection; minimises oil consumption too.





"One can't help thinking that an intelligent person like Emerson is unlikely to leave a successful team for one that is not."

## A vacancy at Ferrari

Jacky Ickx's pending divorce from Ferrari has started the transfer rumours earlier than ever this year. Next season, Ferrari will have a vacant seat in their Formula 1 team, and are currently looking for a top line driver. Arturo Merzario will probably be retained as number two, and for testing. Carlos Reutemann is widely tipped as the man most likely to succeed Ickx.

Motor Racing Developments and Reutemann have gone to such great lengths to deny this rumour—leading one to believe that there must be some truth in the story after all.

Clay Regazzoni has made it pretty clear that, given an alternative, he won't sign for BRM next season. Who can blame him after the sort of season he has had so far!

Clay is extremely popular with all the Ferrari personnel, speaks the language and is close at hand for testing. Enzo Ferrari, however, seldom, if ever, re-employs drivers. Regazzoni said last week: "I have received a proposition from Ferrari, but at the moment it is all rather vague." Frankly, I would be very surprised to see the Swiss driving for the Italian team next year.

There is also talk that Emerson Fittipaldi may be seen in a Ferrari next year. The year before last, Emerson had a long and friendly chat with the Commandatore, but nothing came of it—Emerson was anyway at that time contracted to Lotus. The Brazilian is said to have visited Ferrari again last week to discuss a possible contract for next season. It may be that Emerson is interested in establishing his worth, which will put him in a stronger negotiating position with Colin Chapman. Fittipaldi's contract with Lotus comes up for renewal at the end of this year: one can't help thinking that an intelligent person

Bernie Ecclestone—Brabham boss with one Fittipaldi already.



Wilson's white Brabham. Will he be joined by Emerson and the car painted red and white?

like Emerson is unlikely to leave a highly successful team for one that is not currently competitive.

Around the circuits, Chapman and Fittipaldi outwardly appear compatible, apart from a few occasions when the World Champion looks a trifle annoyed when all the attention centres round team mate Peterson's car—at Anderstorp for example.

Right from the start, the main bone of contention has been money. When Chapman signed Fittipaldi, the latter was not in a position to bargain—the position has, since then, changed rather radically.

If Reutemann joins Ferrari, and Emerson wants to leave Lotus, there is a possibility which is not beyond the realms of speculation. The Fittipaldi brothers are very close, and would like to drive in the same team. If Emerson and Wilson paired up next season to drive Brabhams for MRD, Bernie Ecclestone, would be in a very strong position to bargain with a major sponsor, and therefore be able to pay Emerson's price.

It is common knowledge that the relationship between Marlboro and BRM has become strained of late. From a promotional point of view the Fittipaldi brothers and Brabham makes a lot of sense. . . . Philip Morris certainly doesn't want to be accused of buying success which might be the case if they signed next with Tyrrell, Lotus or McLaren.

Elf, Tyrrell's main sponsor, would like to renew their contract for next year, on condition that there was a second Frenchman in the team. Tyrrell's recent visit to the Formula 1 race at Rouen shows that he is talent spotting again. If the team do take on a "coming man," they are unlikely to be as lucky as they were with Cevert. Somehow one gets the impression that neither Tyrrell nor Elf would be particularly interested in Jean-Pierre Beltoise, who might appear to be the obvious choice.

## McLaren dilemma

There has been a lot of talk around the paddocks since Anderstorp that Peter Revson would be quitting the Formula 1 scene at the end of this season. Revson's win at Silverstone a fortnight ago may put a different complexion on the situation. McLarens have got a problem: they have basically always run a two-car team, which now contains three potential race winners.

McLaren's main sponsor this year has been Yardley, but there is every indication that the cosmetic firm can't afford the sort of money necessary to back a top flight team. Teddy Mayer has been seen in earnest conversation with Pat Duffeler of Marlboro.

## Wasted weekend

Jackie Stewart has just returned from a wasted weekend at Watkins Glen. The Capri he was sharing with Jody Scheckter blew its engine during practice. A new engine was flown in, but got held up in customs at Kennedy Airport. They finally fitted another engine, but this wasn't the right type and all the electrics had to be changed: They missed the start of the race by 10 minutes.

## Hero a time

Mo Nunn's Ensign, which has now finished in two Grands Prix, obviously needs some sorting in the suspension department. At Silverstone, Frank Gardner, Lola's chief test driver, suggested several modifications to the rear suspension geometry, and Rikki von Opel immediately improved his time by more than a second. Frank has been asked to help in further development of the car if Lola's Eric Broadley agrees. Frank came out with a classic comment after he had looked at the Ensign. "Obviously, it is possible to 'hero' a time out of a car, but with Rikki's sort of money, he is entitled to do it in some sort of comfort."

## New money

John Bentley, who recently sold out Barclay Securities, was telling me earlier this year that he would like to get involved in Formula 1, as motor racing has always interested him. At that time, he was negotiating to take over an oil additive company which was on the market. John used to do some club racing at Goodwood in a Ruddspeed Healey before he got married and involved in big business. At the beginning of the year, there was a distinct possibility that he would back March in Formula 1, had the takeover succeeded. Perhaps it was better he didn't for the March team looked a lot less interesting after they fell out with Chris Amon.

## Talent spotting

A fortnight ago, I wrote that Jacky Ickx might return to the Tyrrell team next year if Jackie Stewart retires. Since then a couple of things have happened which indicate that



The winning Matra of Pescarolo/Larrousse (No 33) mixes it with Derek Bell's Gulf-Mirage, Arturo Merzario's Ferrari and one of the GT Corvettes.

## WATKINS GLEN G5

# Pescarolo/Larrousse's fifth Matra success

Story and Pictures by JEFF HUTCHINSON

Henri Pescarolo and Gerard Larrousse, recent recipients of the Legion d'Honneur, added to this year's success story with another well driven win in their Matra-Simca 670 at the Watkins Glen 6 hour, held last Saturday. Like their previous four wins they outpaced the Ferrari opposition and finished by a comfortable two lap margin. Once again their sister car, the latest type 670B driven by François Cevert/Henri Pescarolo, set fastest lap of the race but was delayed early on with bodywork damage before Cevert finally retired the car for good with dead electrics.

Ferrari opened the race with a strong challenge when Arturo Merzario headed the winning car for the first 16 laps of the race, but he was eventually overwhelmed, and from that point onwards Ferrari's fortunes went from bad to worse. After brake and tyre problems the Pace/Merzario car fell back to the tail of the Ferrari train letting Reutemann/Schenken into a strong second place overall until a few minutes before the finish, when their car went out with a broken fuel metering unit belt. This let a surprised Ickx and Redman into second place at the end, their car having been the slowest of the three Ferrari 312Ps because of a sick engine.

The Gulf Mirage fortunes also got worse as the race wore on. Right at the start Bell was left behind changing from intermediate to dry tyres, although it made little difference for the two cars were delayed many laps with brake problems. A switch to Lockheed brakes for this race turned out to be a wrong move for they were getting through a set of pads in 2 hr and then had problems changing them. They took fourth and fifth places, 15 laps behind the Ferrari and only just clear of Mark Donohue/George Follmer driving the Roger Penske entered Porsche Carrera prototype, which ran like clockwork throughout the race.

Matra's win now makes the final round of this year's championship at Buenos Aires the decider, with Matra only needing a third place or higher to clinch the title.

## ENTRY & PRACTICE

Watkins Glen is a small, pretty little village perched on the tip of one of several Finger Lakes, which spread themselves like a huge hand across the Northern regions of New York

State. It's a 4 hour drive along wide modern highways which wind between mile after mile of densely wooded hills—weekend escape routes for the city bound people of New York. The contrast between the two is almost unbelievable. Fishing, hunting, sailing or just plain sunbathing are the main occupations of



World Championship/round 10

Watkins Glen visitors with the exception of two weekends a year when this unlikely little town plays host to the world's top drivers and constructors, at the world championship for makes and Grand Prix races run in July and October. The Watkins Glen circuit twists and turns around the contours of a nearby hill. Last weekend the hill was the best place to be, for the weather was hot and very, very close, the hill catching what slight cooling breeze there was.

Normally the entry for this race is a half-hearted one, for until this year it has been the last race of the championship and the winner had normally been decided. This year there is still another race to come and the points situation is so close between Ferrari and Matra that neither team could afford anything less than a 100 per cent effort. As in previous races this year it was the Matra camp that started as favourites and on the first day's practice it was once again François Cevert who confirmed the situation. He set an official 1 m 42.273 s in the latest Matra-Simca 670B, but this seemed just a little exaggerated as even his own pit crew did not get a time better than 1 m 43.7 s, but this was still quick enough.

Matra had brought two cars, but unexpectedly only one of them was the latest 670B for the No 1 pairing of Cevert and his brother-in-law, Jean-Pierre Beltoise, Gerard Larrousse/

Henri Pescarolo took over the usual Cevert type 670 with which they were also pleased, as it handled much better than their normal car. The reason only one of the latest type Matras had arrived was a simple question of money. This money was needed to convert the Le Mans-spec type 670B to the same as the one seen at this race. The root of the problem lay with the Goodyear tyres, which because of their failure in 13 in form at Le Mans had been replaced with 15 in diameter rubber. Goodyear found it too difficult developing 13 in and 15 in tyres which were supposed to compete against each other fitted to the Matra and Ferrari teams, so in the interests of both Goodyear and Matra they switched to 15 in diameter tyres like Ferrari.

For the 670B this meant a change of rear bodywork and rear suspension geometry detail which had been designed around the 13 in wheels, which is why only one was done in time for this race. Other modifications to this car was a return to ventilated brake discs after using solid ones at Le Mans. Cevert's car had a new engine before Friday's practice, but an oil leak around the pump meant that the old one had to go back in again for the final session. He did just a few laps before packing up and deciding that a game of golf was better than hanging around a hot race track. The car was perfect, he declared, although he had not bettered his Wednesday time. Beltoise was also happy with the car and after setting 1 m 45.6 s the car was pushed away until the race.

Larrousse and Pescarolo's car was virtually unchanged since its last race in Austria. It was running the normal DG300 Hewland gearbox as opposed to the Porsche/Matra box of the new car. Larrousse put the second Matra on the front row of the grid with a best time of 1 m 43.91 s, also set on Wednesday, and it seemed as though track conditions were definitely not as good for Friday's session. This feeling was born out by Cevert who was expected to go even faster than on Wednesday when it was discovered that the engine he had been using was still in Le Mans spec and would not pull over 10,000 rpm instead of its normal 11,000 rpm. Had he had a proper engine on Wednesday his time might have been as quick as the organisers had given him, or even quicker, and somewhere near the outright lap record of 1 m 41.64 s set by Stewart's Tyrrell in last year's GP.

Despite Ferrari's apparent large lead in the championship points they still have to drop their two lowest scores from the total, so they had to bring all the force they could muster for this race. They brought three cars for usual pairings Tim Schenken/Carlos Reutemann, Brian Redman/Jacky Ickx and Arturo Merzario/Carlos Pace.

The Pace/Merzario car was the same one that they had used at Austria and Nürburgring races and featured the different rear end, etc. to the others. This seemed to work at this circuit for Merzario was the fastest of the Ferrari men with a best lap of 1 m 44.2 s. Sharing the second row of the grid with him was the normal car of Reutemann/Schenken, the Argentinian having set a best lap of 1 m 44.79 s. The No 1 car of the team driven by Redman/Ickx was the slowest. It featured yet another new nose design; this time almost the entire nose section had been fabricated with a lightweight grille which was supposed to add to the car's handling by relieving any air pressure built up under the nose, rather like the normal slats usually situated just on the top of the wheel arches.

Neither of the drivers seemed too convinced that it really worked and despite changes of nose section with more and less ventilated areas and even taping over half the vents altogether the times were not good. Redman really tried hard for a while during the afternoon and after several fast-looking laps with his Ferrari at all angles the time was only 1 m 45.4 s although this was not all due to body problems. All the cars had had their usual pre-race engine change and the fresh one that went into the No 1 car was not as good as the one that came out. It was overheating and not really pulling very well, so at the end of the day's practice the old one was put back in again for the race. For this race all the Ferraris had reverted to outboard

rear brakes once more.

The next cars on the grid were the two Gulf-Mirages of Derek Bell/Howden Ganley and Mike Hailwood/John Watson, both cars little changed from their last race other than a change to Lockheed brakes instead of the usual Girling. Apparently the drivers seemed to prefer the pedal feel of the Lockheeds although when it came to quick pad changes the mechanics preferred the Girlings.

Hailwood and Watson were consistently quicker than the other pair, both setting almost identical times with Hailwood just a fraction quicker at 1 m 46.04 s. Unlike Ferrari, the team's problems were not with the chassis but with the engines. The Cosworth V8 really seemed to miss out on acceleration over the 12-cylinder cars at this circuit. Now if the Mirage chassis was mated with the Ferrari engine

Bell and Ganley spent more time sorting than their team-mates but did not better their time. Bell set a best time only just a bit slower however with a best of 1 m 46.3 s. Ganley had his usual handful of laps and managed 1 m 47.63 s during the final few minutes of practice.

Without an entry from Alfa Romeo or the Porsche 908/3 of Reinhold Jöst, which was supposed to go but did not turn up, the rest of the prototype sports car entry was left to just two 2-litre cars. The 3-litre Lola of Jean-Louis Lafosse/Reine Wisell was an unfortunate non-arrival when the car was badly damaged during practice at Magny Cours the day it was supposed to leave for America. Lafosse did arrive, however, and was able to explain first-hand how the throttle slide had jammed and he hit the metal barrier

Thus the next place on the grid went to the California based 1730 BDA powered Chevron B23 of Bob Fisher/John Buffum, the latter having set a creditable 1 m 55.34 s. The Colonial Racing works/customer March 73S of Herbert Kuehne/Roman Pechmann was the next car on the grid and the only other 3-litre runner. Kuehne set 1 m 56.846 s in his BMW-powered March which was running a high, Lola-type rear wing for the first time and which seems to be the way to go with the small 2-litre cars.

The remainder of the grid was a close-fought battle between the GT/prototype entry which consisted of the second race. Heading this section was the first of the two "works" Porsche Carrera prototypes featuring the special long tall sections first seen at Zeltweg

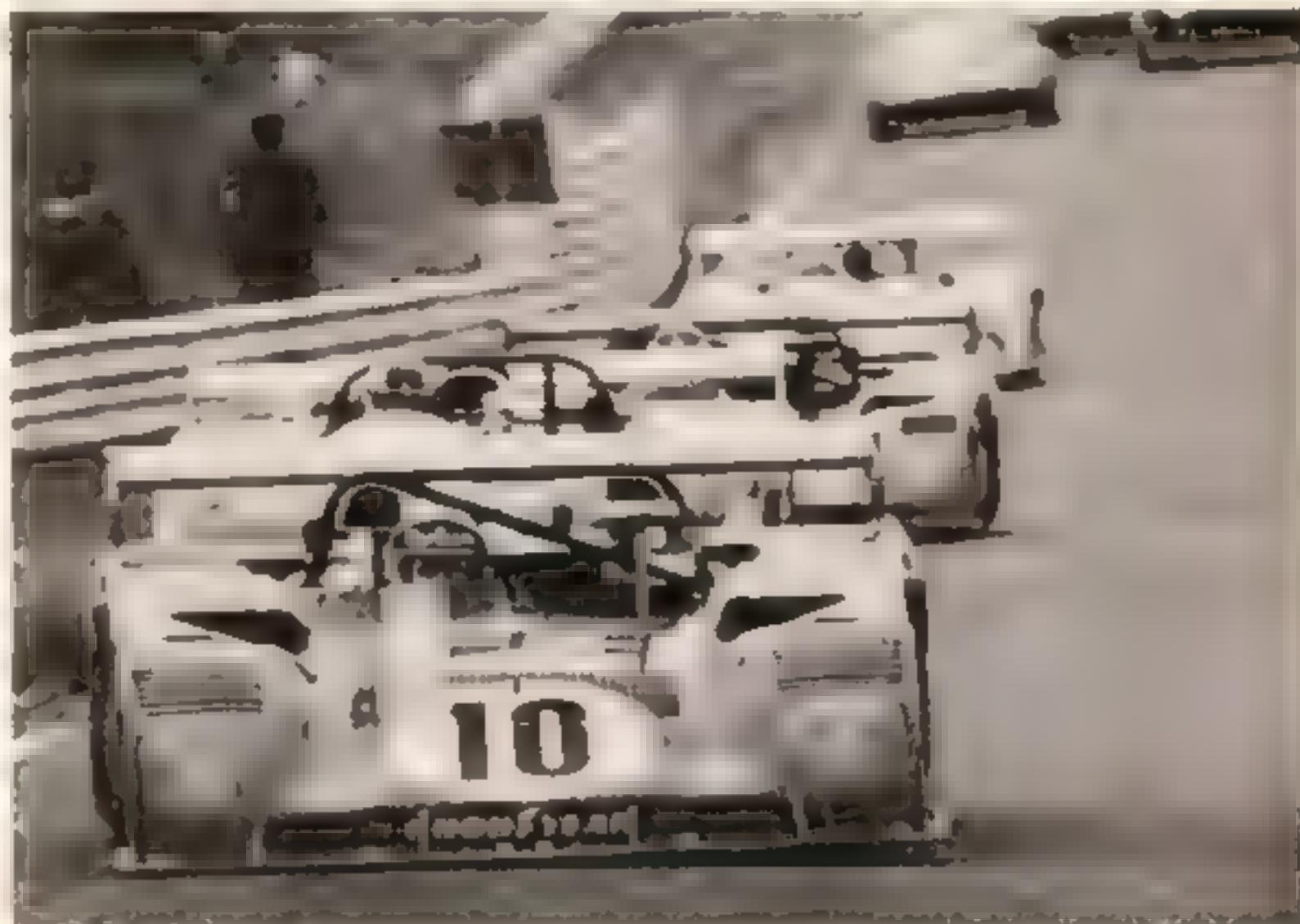
last month. After the Zeltweg race usual drivers Herbert Müller and Gijs van Lennep spent two days testing different tail sections, the fruits of this testing being the two cars sent over by Porsche for the Penske Racing Team and Daytona winners Peter Gregg/Hurley Haywood. The rear fins had been moved into the centre of the car with a neat adjustable wing hung between, this mod apparently making a difference of 5 s around Zeltweg compared with the normal short-tail version. These two cars were, of course, the only two full 3-litre powered Carreras on the entry. Donohue set a best lap of 1 m 57.88 s while Gregg was impressive with a time of 1 m 58.042 s. Sharing the driving of the Penske car was George Follmer.

Next on the grid was a Ford Capri. Not a special car but with two special drivers for it was driven by none other than Jackie Stewart with Jody Scheckter sharing the wheel. Stewart set 1 m 59.713 s early on, but they were in trouble soon. Trouble with the oil pump pulley resulted in a couple of unscheduled stops which terminated in a blown engine while Stewart was at the wheel. Fortunately the team had a fresh engine for the race however.

Next up came a very frightening-looking Camaro driven by locals Warren Agor/Paul Nichter of New York. Agor set a best of 2 m 1.58 s. Another 3-litre Capri RS2600 managed to get itself ahead of the Porsche and big banger opposition, the car driven by two more locals, Horst Kwech and (take a deep breath) Harry Theodoracopoulos. Kwech setting 2 m 2.8 s. Next up was the familiar-looking Toad Hall Racing Porsche Carrera of Michael Kayser who was sharing it in this race with Milt Minter, the big Milt setting the best lap of 2 m 3.9 s. Another Camaro tuned by its driver, Maurice Carter, came next with a best time of 2 m 3.874 s. Carter's co-driver being Tony Delorenzo.

Two more 2-litre Porsche Carrera RSs filled the ninth row of the grid, Bob Harmon setting a 2 m 4.2 s, his car also the spare of Milt Minter. Al Holbert/John McComb came next with 2 m 4.5 s. The remainder of the entry were all very closely matched, the remaining four rows separated by 4 s. In the middle of this bunch was a lone NART Ferrari, outclassed by the Carreras although Sam Posey had got it around this difficult circuit in 2 m 7.1 s, just a fraction quicker than Frenchman François Migault. One of the big car favourites, John Greenwood and his well known Corvette being co-driven by

Early in the race Jacky Ickx's Ferrari fends off François Cevert's Matra-Simca.



Johnny Rutherford, was left on the grid when the gearbox broke after a handful of practice laps and Rutherford did not get to qualify the car at all.

#### LEADING GRID POSITIONS

Cevert/Beltoise	Matra-Simca 470B
	1.42.273
Morgan/Pace	Matra-Simca 470B
Bell/Cevert	Matra-Simca 470B
Ickx/Redman	Matra-Simca 470B
Ferrari 312P	Matra-Simca 470B
1.45.4	Matra-Simca 470B
Bell/Ganley	Matra-Simca 470B
Gulf Mirage 445	Matra-Simca 470B
1.46.33	Matra-Simca 470B
Rutherford/Peterson	Matra-Simca 470B
March BMW 735	Matra-Simca 470B
1.46.8	Matra-Simca 470B
Gregg/Haywood	Matra-Simca 470B
Porsche 911 Carrera 2.7	Matra-Simca 470B
1.48.042	Matra-Simca 470B
Agora/Michell	Matra-Simca 470B
Chevrolet Camaro 427	Matra-Simca 470B
2.1.503	Matra-Simca 470B



#### RACE

The heavy, close weather finally broke on Friday evening and a steady rainfall carried on all night through to race day. A general practice had been laid on to check overnight alterations which most of the cars would not have taken too seriously, but with a wet track everybody was out to check rain tyres and set up suspension accordingly. The Gulf-Mirage team could not have asked for more, for they suddenly went from being an outside third to strong favourites, their Firestone wet tyres proving much quicker than any of the Goodyear wet.

As the mid-day race hour approached the rain stopped and the track started to dry with all the drivers changing back to slicks for the start except for Bell who chose to stay on intermediates. Not until the warming-up lap did Bell realise his mistake and when the rest of the 30 cars to start the race were on their way he was in the pits changing back to dry tyres. The only non-starter was the Stewart/Scheckter Capri after the team had not been able to get hold of another engine until race morning and then found they had no time to fit it when all the electrics had to be altered to American spec.

As the cars sped away from the rolling start it was Merzario who shot forward and took the lead from Larrousse while Cevert found himself third with Ickx, Reutemann and Hailwood right behind. Donohue and Gregg came next with Fisher's Chevron trailing behind and then a gaggle of Carreras and b-g Yanks tanks all knotted up behind. Merzario was driving like it was a 10-lap sprint and despite the problems of heavy traffic which they were soon lapping he kept his lead over Larrousse. Merzario's ability to get through the traffic soon had his Ferrari well ahead of the rest with only Larrousse able to hold him in sight, for Cevert, Ickx, Reutemann and Hailwood were strung together and holding each other up as all four loomed up on some unsuspecting or uncaring slower car that had everybody guessing which way it was going to move out of the way until the last minute.

Bell finally started the race almost a lap behind the rest, but at least had just himself to worry about while lapping heavy traffic and by nine laps had leapt from last to sixth place, although still nearly a lap behind the leading dice. It was during these exciting opening laps that the favourite Matra of Cevert/Beltoise once again sealed its fate for the rest of the race.

Ickx was suddenly very badly cut up by a slower car and was forced to hit the brakes hard to avoid him. Cevert was right behind and did not expect it and he found himself up the Ferrari's exhaust pipes with the front left side of his Matra. This bent the right side bank of Ferrari pipes up at a very racey angle while Cevert's car had suffered far worse and was running around with the nose section grinding away on the circuit. Cevert still managed to retake the lead of the second bunch again, but by lap 12 he was forced into the pits for a long stop to

The Cevert/Beltoise Matra weaves through back markers preceded by the Pollmer/Donohue Porsche Carrera.

have the body taped up. Cevert was not at all happy with all the slower cars antics and also complained that there was zero flag marshalling, but Ickx seemed quite amused by the incident. When asked how Cevert came to drive into the back of him, Ickx replied with a big smile, "Perhaps he had forgotten I was there. Anyway it was lucky the Ferrari had such strong exhaust pipes." It was indeed for at his routine stop the crew simply bent them back in place while the bottoming they had been taking did not seem to do them much harm.

Just before Cevert's stop Hailwood also went missing, his car appearing a lap later being driven slowly back to the pits minus one nose section. "I got a rear wheel on the grass at the corner at the end of the straight and the car went straight round," Mike said later. The nose got knocked off against the barrier while the rear wheel also took quite a thump when the car finally came to rest the other way round. "From then on it did not go round right-benders too well," he added and thought it might have knocked the rear wheel out of line slightly. All this cost him several laps and it looked as though from the time the track started to dry it was not going to be a Mirage day. It wasn't.

With all this drama so early on Merzario, shadowed by the ever-present Larrousse, had been able to open up a considerable gap to Reutemann who was now holding a strong third ahead of Ickx whose car had slowed because of its rather strangely angled exhaust pipes. Gregg had got ahead of Donohue on lap 3 and these two continued to run nose to tail for lap after lap in a world of their own, the two cars circulating in fifth and sixth place behind Bell who had moved up to a distant fourth after his late start, although the Mirage had also fallen foul of the flying Merzario and had been lapped in the process.

Merzario's brave effort against overwhelming Matra odds lasted until lap 16 when Larrousse went ahead through the traffic and put the Matra into a lead it was never to lose for the next 5½ hrs. By the end of the first hour Bell was in trouble again, this time pitting to explain that the engine was cutting out every time he flashed the headlights when trying to overtake slower traffic. Ganley returned to race after a general looksee but the car was still not sounding too well after a while.

Around the one hour mark all three Ferraris made their scheduled stops, Ickx coming in to hand over to Redman and have the exhaust pipes sorted. Then Merzario handed over to Pace and take on fresh rear tyres, and then Reutemann to hand over to Schenken. All the cars stopped just as the previous one was leaving. It looked very impressive, but despite the smooth stops the Matra had too great a lead and too fast a pit stop to

lose its lead on the Pace/Merzario car, Pescarolo rejoining the race very quickly still around 25 s ahead of Pace.

Already several cars were in trouble, Keuhne leaving the 2-litre prototype class to Fisher after his March went dead on the third lap which took almost an hour to trace. He was knocked to the back of the lap charts. During the second hour of the race things remained pretty static. Pescarolo held his lead while Pace was doing a good job in second place and holding the gap constant which after the stops was not much under 30s.

Schenken was consolidating his third place ahead of Redman after the pit stops, the number one car running a very sick third of the three Ferraris for the engine would not rev over 11,000 rpm instead of 11,400, possibly because of the bent pipes. Like the other cars in the team the handling was also bad, or as Brian described it, "like a catastrophe waiting to happen. It dives all over the road under braking and overtakes really badly in the corners." His car seemed to be the worst, Merzario's car seemingly better on the American-made Goodyears instead of the English-built ones the other two cars were running. Life was still getting worse for the Mirage men when Ganley came in before time to report a serious misfire which a change of spark-box seemed to cure. Cevert was still back in sixth place after another stop for nose repairs, although when he got going again he was soon hauling in the leading Mirage for fifth spot.

One of the most exciting battles of the race lasting up to quarter distance was the prototype Carrera battle between the Gregg and Donohue cars. Donohue content to bide his time which paid off after 1 h 40 m. Gregg limped to the pits with a broken half-shaft which took 10 laps to replace and by this time had ruined the chances of what looked like being a repeat of their classic Daytona 24 hr battle in February.

By one third distance and the second stops the writing already looked on the wall for Ferrari, for the Matra made another perfect stop and was still pulling away slowly. The three Ferraris were left to battle for second place between themselves while Cevert's fourth place became more and more distant after more long stops to check the badly worn away front corner and at one stage the steering. Despite his problems Cevert was still not giving up, however, for on lap 53 he set fastest lap of the race with a 1 m 43.84 s, an average of 117.068 mph.

Mirage's problems continued, from a puncture on Hailwood's car to a very serious brake problem on both cars. The brake pads were wearing at a phenomenal rate and after little more than one third distance both cars made long stops for fresh front pads, some of the old ones without any lining at all while others were cracked and falling apart.

They were also very difficult to remove and after two long stops for this reason the Gulf men found themselves being harried by the Donohua Carrera which was running like clockwork. Bell was in further problems for half way through the race the Bosch fuel pump packed up and he was stopping every 17 laps.

At Merzario's next stop his car also needed front brake pads, and this early unscheduled stop cost them second place which Reutemann/Schenken took over. Merzario carried

on but was back again after just six laps complaining that the handling was so bad he was completely exhausted and so Pace went out in his place. He only lasted another lap before returning to the pits and pointing to the left rear tyre which looked OK but was changed anyway along with the other tyres. A closer check revealed a slow puncture which says a lot for Pace's car sensibility.

All this let the Redman/Ickx Ferrari into third place, and despite its slow running on

top speed it was running trouble free. For the rest of the race Ferrari could do nothing but pray the leading car would run into trouble, but it didn't, and like the four other wins it's bad this year it ran perfectly for lap after lap slowly leaving the Reutemann/Schenken car a lap behind. Only problem with the second placed Ferrari was a rather smoky motor which seemed to be running OK. The car's only out-of-the-ordinary stop was soon after half distance when at a scheduled stop the rear roll bar was slackened off to try to improve the car's handling.

Shortly before 6 pm, with just over one hour to go, the Gulf-Mirages found themselves a place higher in the lap charts when Covert stopped circulating. He eventually walked back to the pits to report the engine had cut out and he thought there was something wrong with the fuel injection or fuel system. In fact it was the electrical system and although the car has a switch-over secondary system Covert had not tried it. The mechanic who went to fetch the car simply switched over and drove it back. Needless to say the Matra men were not too happy, but by this time Covert was on his way back to Paris.

Pescarolo took over for the final stint without any problems and cruised the leading Matra into his fifth and another well-deserved win of the year, while in the Ferrari camp there was a last-minute drama when Schenken returned the second placed Ferrari to the pits soon after taking over for the last time. The engine had suddenly cut dead and after checking all the electrics the belt which drives the distributor etc was found to have broken and the car was pushed away.

So it was a surprised and delighted Redman/Ickx who came in second after all, two laps behind the winning Matra. Pace/Merzario took third place another two laps back after all their problems while the Gulf Mirages still managed fourth and fifth places, 15 and 16 laps behind the last Ferrari. In the changing fortunes of the two Gulf cars Bell/Ganley had come out on top a lap clear of team-mates Hennig/Wilson. The Schenken/Reutemann Ferrari would still have beaten the Mirages had the race been on distance alone, but with the rule that each car must take the flag within 5 m of the finish their car was not even classified.

The Donohua/Follmer Carrera ran beautifully throughout and came in just one lap behind the Gulf cars while after their earlier problems Gregg and Hayward ran like clockwork and came in seventh exactly 10 laps behind—the time they had lost in the pits. Without their stop it would have been a really exciting battle between these two cars. Keyser/Mininer were passed by Gregg in the closing stages but had the compensation of taking the G4 class award two laps ahead of the Greenwood/Rutherford Corvette.

The NART Ferrari suffered its usual last-minute dramas after a strong race, this time when Migault stopped the car with what sounded like a holed piston. Mechanics did everything to get the car going again and take the flag which they managed to do to the cheers of the crowd just 20 s before the end. The car completed the finishing lap, but was unfortunately too far back at this stage to be qualified.

It had been yet another clear-cut victory for the all French Matra team who now need place no higher than third place in the final race at Buenos Aires in October before we will know who has won this year's championship.

Watkins Glen 500 Miles  
World Manufacturers Championship round  
Watkins Glen, USA, July 22

1. Henri Pescarolo/Gérard Larrousse (3.0 Matra-Simca M5670); 199 laps, 6 h 0 m 20.918 s, 112.695 mph.
2. Jacky Ickx/Brian Redman (3.0 Ferrari 312P); 197
3. Carlos Pace/Arturo Merzario (3.0 Ferrari 312P); 195
4. Derek Bell/Hewden Ganley (3.0 Gulf Mirage-Cosworth M5); 180
5. Mike Hailwood/John Watson (3.0 Gulf Mirage-Cosworth M5); 175
6. Mark Donohua/George Follmer (3.0 Porsche Carrera RS); 178
7. Peter Gregg/Hurley Haywood (Porsche Carrera RS); 168
8. Mike Keyser/Milt Nutter (3.0 Porsche Carrera RS); 166
9. John Greenwood/Johnny Rutherford (7.0 Chevrolet Corvette Sunraycer); 166
10. Maurice Carter/Tony de L'Isle (7.0 Chevrolet Corvette); 165
- Fastest lap: François Covert (3.0 Matra-Simca M5670); 1 m 43.847 s, 117.068 mph

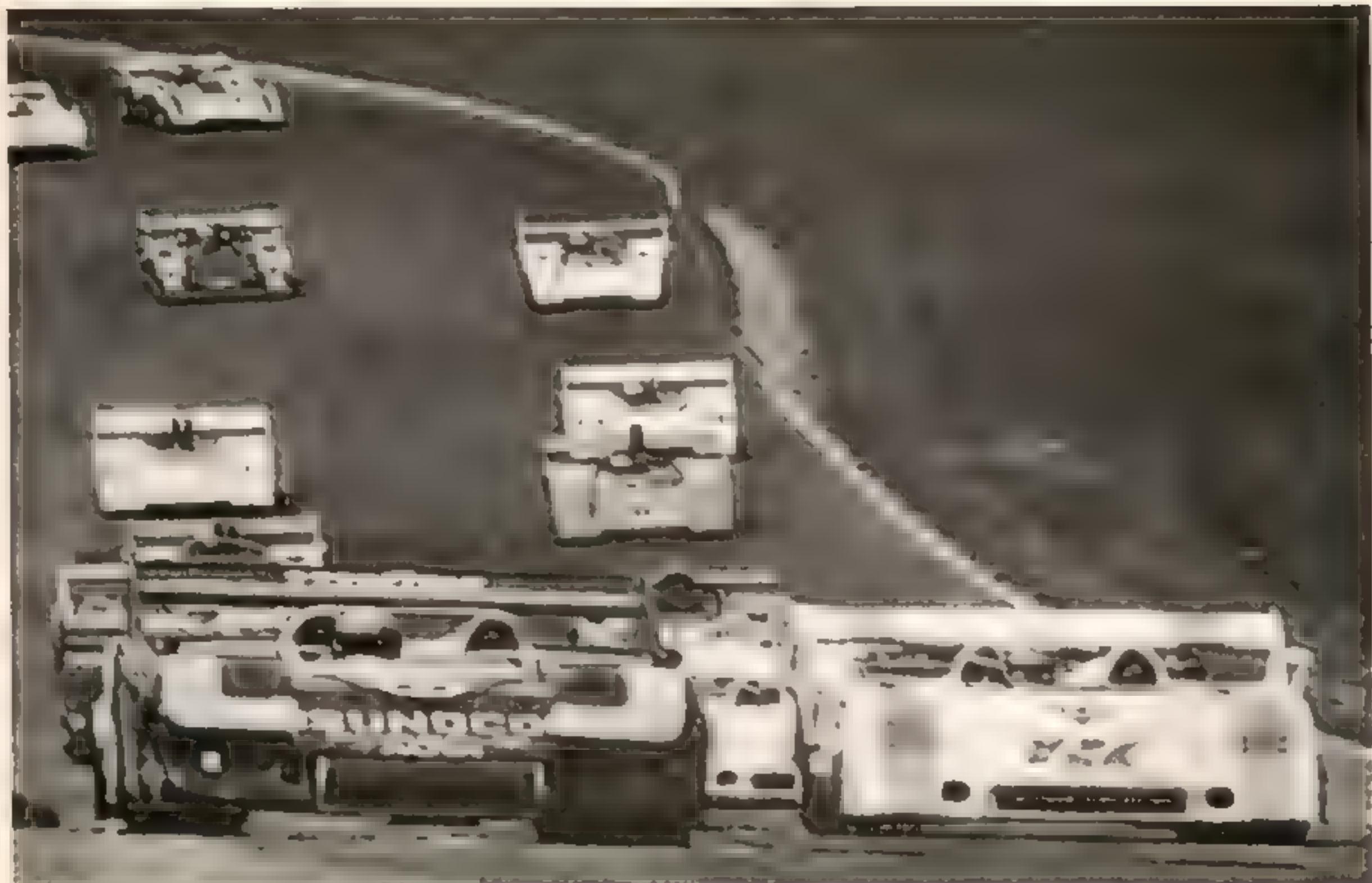


Gregg/Hayward, the Daytona winners with the Carrera, finished seventh at the Glen. Below, first aid shows on the Beltoise Matra after its Ferrari contact.



The Migault Daytona pits with much smoke and a holed piston.





The thundering turbocharged Porsches are released at the start. On the left is the winning car of Mark Donohue, flanked by George Follmer

## WATKINS GLEN CANAM

# The Penske-Donohue show gets on the road

By GORDON KIRBY

Mark Donohue and his gleaming blue and yellow Porsche 917/30 commanded the proceedings at Watkins Glen. Donohue was easily quickest in practice and he drove off with only a twitch of drama from the Porsche to win by over two minutes from David Hobbs. It was the display we have been expecting since the Penske/Porsche Sunoco organisation began to formulate their CanAm assault last winter. It was also the display of engineering excellence that is the substance of the Porsche Image in America, but it was also a relieving victory for Mark Donohue whose grimly chiselled face of the past few months finally released itself into a pleasing smile. "Both the crew and I were almost at the breaking point," said Mark before disappearing among Penske's minions and applying his brain to some other programme

The scrambling behind Donohue was resolved by a broken turbocharger in George Follmer's RC Cola Porsche and the wrong tyre selection for Jody Scheckter's Vasek Polak Porsche, all of which let David Hobbs take an isolated second place with a neat drive in the Black Label McLaren M20. Scheckter was third after struggling with a barely controllable Porsche in the first heat and using softer Goodyears to restore his confidence and pizzazz as he drove on to second in the second heat. After Follmer's first heat demise, the other RC Cola Porsche of Charlie Kemp finished fourth.

Otherwise it was all too much of the typical CanAm non-action with the occasional After-You-Claude treble in the midfield hinting vaguely at what could be. Perhaps Peter Gregg put all this hoo-ha into perspective by driving his Porsche Carrera prototype into ninth place and entertaining the masses by gobbling up the tarmac between him and many of the G7 cars as they trundled through the braking zones and those bothersome corners.

## ENTRY & PRACTICE

The relatively new, long Watkins Glen circuit has become a course that represents a fine yardstick for measuring both drivers and machinery. There are successions of sweepers,

undulations, blind bits and a couple of good hard braking twitches to tax both the chassis and the driver. It's the sort of circuit that can catch out the brave boys and benefit the artists. For Donohue and his truly remarkable Porsche, the Glen was a circuit on

which to assert their scientific brilliance

The long wheelbase 917/30 is an amazingly docile car, even with some 1100 horsepower thrusting through the rear tyres. Somehow the car is an almost ideal translation of Donohue's style and attitude and the car and he mould themselves into an uncanny combination. If ever a racing car and driver fitted the description of "cornering on rails," Donohue and his Sunoco Porsche are it.

But on Friday morning one of the temperamental 5.4 litre turbo Porsche engines began to lose its boost and it seemed that Donohue was in for another weekend of struggle. The engine was changed and Mark went out again only to go off through the fast, fourth gear, uphill esses and clout the guardrail. Apparently a rear wishbone had broken and practice was stopped for half an hour while the car was brought back to the pits. The car was pushed away and the dustcover peeled away from the original 917/30 which had been raced at Mosport. Mark jumped in and despite the Atlanta gears which were still in the box he pressed around for a more than impressive 1 m 38.848 s in but three laps. For once we had seen Donohue the racing driver rather than Donohue the restrained engineer. There were hints of locking brakes, of bursts of power and slashes of lock. It was really a very fine effort.

George Follmer also had trouble with the 5.4 litre engine. The RC Cola men changed everything in an effort at curing the sagging boost mystery, but all they got for their efforts was another blown engine. So it was with a 5.0 litre engine in a new chassis that Follmer did his very impressive 1 m 39.891 s for second best in a car that is distinctly second best. Where the 917/30 glides along in a terribly composed fashion, the 917/10

wallows and hesitates and appears to almost fumble. But Follmer is coping well and there are those members of the Rinzler team who are convinced that their car will be as quick as the works-backed Sunoco car at the few twisty tracks on the CanAm calendar.

Jody Scheckter was a distant third quickest. He was not at all pleased with the car and was ready to forget about it all if the humid skies decided to rain. While Donohue and the RC Cola team have been busy testing and thinking throughout the past month and a half, Scheckter has been flying back and forth, driving this car and that car and never doing anything but practice and race Vasek Polak's 917/10. The car certainly looked a handful and was harangued by a very worrisome tyre vibration problem which kept Jody's best effort down to 1 m 41.950 s, which was half a second slower than his 5600 pole position of a month ago.

Chiselling and fiddling at his McLaren M20 was David Hobbs who was rather disappointed with his quickest lap of 1 m 43.501 s. Hobbs was perplexed with his Goodyears which weren't getting anywhere near the temperatures of last year's compounds and just didn't seem to be offering any kind of happy stick. Perhaps, thought David, these tyres suit the Porsches who have been doing all the testing for Goodyear, but they certainly don't suit the lesser power of the unturbocharged Chevy-powered runners.

Hurley Hayward nosed out Charlie Kemp by a little over half a second with a 1 m 44.160 s in his own Brumos-prepared Porsche 917/10. Hayward has, perhaps, suffered a little from being too much of a wealthy young man and not having his efforts taken seriously. But he is beginning to come to terms with the turbo Porsche—he had only raced Porsche 911s and Carreras before this year—and is not averse to chucking the car about. Kemp was not at his best, still suffering as he was from his Atlanta testing shunt which has left him in a body brace.

Things are not going well in the UOP Shadow camp. Once again the turbo-Chevy was left at home, but one wonders whether all that extra poke would be a blessing anyway, for the car still looks to be a coarse and recalcitrant handful. Oliver didn't manage very many laps at the Glen for the water pump kept dribbling out coolant and most of practice was spent sorting that bother out, which kept Jackie down to 1 m 47.057 s.

John Cannon returned to drive Lolmar Motschenbacher's McLaren M8F and was a few 10ths slower than Oliver with a 1 m 47.373 s. Hans Wiedmer's 917/10 was next up (1 m 48.653 s) followed by Bob Nagel's Lola T260 (1 m 48.898 s), John Cordt's McLaren M8D (1 m 49.129 s), Scooter Patrick's McLaren M8F (1 m 49.164 s) and the Commander Motor Homes team of M8Fs for Bob Brown and Danny Hopkins. Peter Gregg managed to out-qualify a couple of two-year old McLarens with a 1 m 58.026 s in his Carrera. Both of the Gulf Mirages were entered but neither started thanks to no blessings of rain and the incursion of tyre-testing on the morrow.

## HEAT 1

As at Atlanta this, like all CanAms for the future, was run in two parts. The public theory is that this cuts down on the onboard fuel which minimises the fire hazard as well as presenting less problems with changes in weight distribution as the normally great mass of fuel is burned away. The fact that it is very likely that there will be more finishers from the thin grids of this year is, of course, only an incidental benefit.

Donohue throttled away from the rolling start, directing the innocuous hiss of the turbocharged flat 12s as they pressed into the first turn. Follmer making some effort to tighten things up from the outside before the blue slug eased ahead in the strange, slow-motion style of the turbo Porsches. Hobbs and Kemp both slipped by Scheckter whose engine seemed to hesitate during the drag down to the first corner, but Jody picked

things up as they shot towards the esses and he closed right up on the Cola car. By the end of that first of the 30 laps Donohue had already drawn out a three-second cushion to Follmer and was even farther ahead of Hobbs. Kemp was still keeping Scheckter behind him with a gap back to Oliver who had benefited from Hayward spinning gently across to the pit road exit at the first corner.

From then on it was an exercise in excellence for Donohue who drove on and on, looking faultless and contained and always in complete control. By the second lap he was six seconds ahead, then the gap was eight and a half, then 12, then 15 seconds. Behind, Follmer was pulling away from Hobbs at an almost equal rate, while Scheckter had got by Kemp going into the Loop on the second lap and was a similar distance behind the black and red McLaren.

We contented ourselves with searching for little bumps in the road surface which might betray shortcomings in the effectiveness of the Donohue Porsche. But there seem to be no such things as bumps or undulations to this most incredible of racing cars. Always it is stable, precise and hovering a few millimetres above the ground, the engine whirling effortlessly up and down the rev range, a regular and abrupt pop upsetting the car's silent progress with each gearchange. By the end Donohue had lapped all but Hobbs.

Follmer had drawn out nearly half a minute on Hobbs by the 20th lap and was about half a lap behind Donohue when he came slowly into the pits on the 20th lap. For a few minutes the Rinzler crew fiddled with the turbocharger and then George went out for another slow lap before coming in and packing up for good. Poor George was out with yet another broken turbo Porsche engine.

So Hobbs moved up to second, slowed somewhat by a second gear which was too high. The Carlings crew had changed gears on Friday night, but like most people didn't bother to go out during Saturday's brief and wet one hour session, so it was now, during this first heat that David was finding his guesswork a little wrong. None the less Hobbs was a secure second for Scheckter hadn't made any impression after passing Kemp, the South African too finding he had made a mistake with setting up his car. Jody had put harder rubber on, fearing that his normal Goodyears would either melt or vibrate away in the 80 degree heat. As it was the harder boots made the car very tricky and unpredictable and Jody was easily the busiest man on the road.

Charlie Kemp finished fourth in the first part having been saved the pending threat of John Cannon when one of the McLaren's centre wheel nuts backed itself off and Cannon had a nasty spin through the busy downhill esses on the fourth lap. John brought the car back to the pits to have the wheel changed, but tried the brakes in doing so and dropped two laps to eighth place. Oliver had been trying to contain the vicious twitches of the Shadow and close up on Kemp and Cannon when the water pump pulley fell off and sprayed water all over his back so that he spun to the back of the field before

packing it in after four laps.

Hurley Hayward recovered from his first tap spin to work back up through the midfield, again going well, before the differential sheared.

## HEAT 2

Scheckter decided to go back to the softer rubber for this heat, but as he was a lap down on both Donohue and Hobbs there was very little he could do other than satisfy himself with a better showing. Jackie Oliver started from the back row along with John Cordt who had dropped away from a first heat dice with Hans Wiedmer when a tyre went flat on his scantily powered McLaren M8D.

Donohue once again drove off to a three-second lead on the opening lap which he extended to 20 seconds by lap six. From then on he eased his pace so that the final tours of his demonstration run were just that. Donohue's last few laps took almost two full minutes to complete—that was the tone of competition which pervaded this CanAm.

It was Scheckter who took second place at the first turn and, with the car behaving much better, he was able to pitch himself into apexes and drive out on the throttle in contrast to the vague wheel-sawing he had been forced to do in the first heat. Hobbs slipped back to third place, but there was no need to rush about for Jody would have to lap the McLaren to take second away. David never let the white Porsche open out much more than a 10-second margin and seemed to be much more comfortable with a lower second gear fitted than in the first heat. Both the brakes and engine in Scheckter's Porsche started to fade towards the end and Hobbs was able to bring Jody back into view.

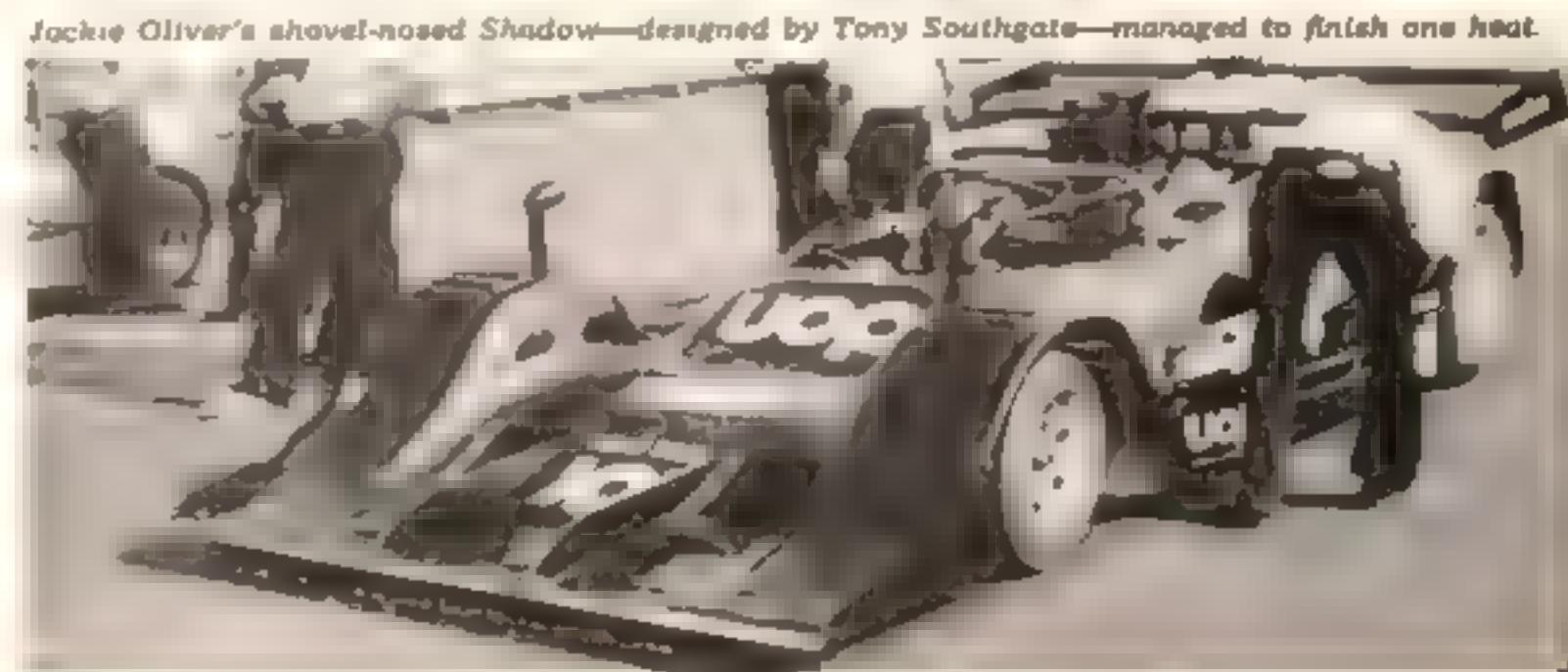
Kemp was fourth throughout, driving very sensibly within the confines of his body brace. Charlie had been very drained by the end of the first heat and drove his Porsche rather more deliberately this time to save both himself and his fourth place. Cannon got by Nagle on the third lap and for a while he was catching Kemp, but the brakes began to fade and he was never able to get to grips with the Porsche. None the less it was an encouraging drive for Cannon who kept himself on the same lap as Donohue.

Oliver finished for the first time this year, charging on with the ungainly Shadow from the back of the grid and getting by Nagle for sixth on the 11th lap. He even caught Cannon in the final laps and seemed to be able to outbrake the McLaren but couldn't take advantage of this superiority as the Shadow would lean and bound about as Jackie put his foot into it. Donohue came up to lap these two during the final half dozen laps but didn't bother to interfere with their race and kept a discreet distance behind.

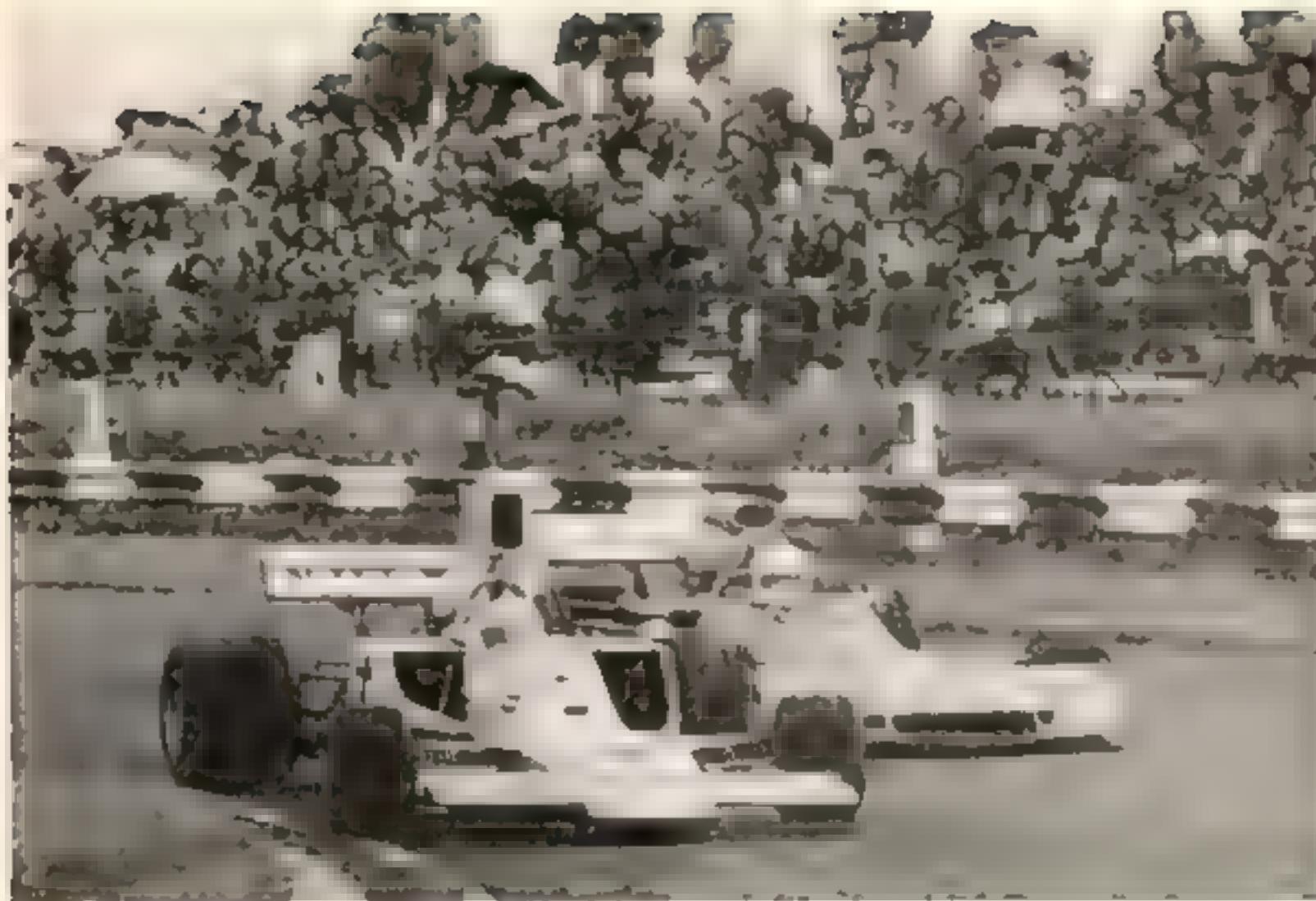
1. Mark Donohue	Porsche 917/10	329	T1	40
2. Jody Scheckter	Porsche 917	305	T2	39
3. Charlie Kemp	Porsche 917	312	T2	39
4. Jackie Oliver	McLaren M8F	314	T2	37
5. Tom Dohmen	McLaren M8F	314	T2	35

Championship points

1. Mark Donohue 39 2. Charlie Kemp 30 3. David Hobbs 25 4. Jody Scheckter 24 5. George Follmer 22 6. Bob Nagel 18



Jackie Oliver's shovel-nosed Shadow—designed by Tony Southgate—managed to finish one heat.



Guy Edwards leads Keith Holland during the wet second heat.

## MONDELLO

# Holland takes both heats; McRae spins but sets record

By BRIAN FOLEY

Keith Holland had one of his best ever Formula 5000 drives at Mondello Park on Sunday to win the Rothmans Dublin Grand Prix at the wheel of the Ian Ward Racing Trojan-Smith/Chevrolet 101 from the Lola T330s of Guy Edwards (Barclays International Racing with Amoco) and reigning European Champion Gijs van Lennep (Shell Sport Luxembourg). A spin put paid to Graham McRae's chances with the Iberia GM1, but Cassius at least had the satisfaction of setting a scorching new lap record of 53.4 s, 83.60 mph. The meeting, spread over two days, was sponsored by Rothmans of Pall Mall (Ireland) Ltd, was slickly run off without any hitches by Motor Enthusiasts' Club, and the Sunday crowd was an all time record for Mondello Park since it opened in 1968.

## ENTRY AND PRACTICE

With two rounds of the £90,000 Rothmans F5000 European Championship, those scheduled for Misano Adriatico and Zandvoort cancelled, this Irish round gained increased status; and the first eight in the points stakes were entered, Brett Lunger (84), Steve Thompson (78), Andre Pilette (64), Tony Dean (62), Tom Belso (47), Peter Gethin (45), Keith Holland (36), and Gijs van Lennep (33), were all on the list; with only Lunger, Pilette and Belso newcomers to the very demanding 124 miles Mondello circuit on which the "Big Bangers" perform exceptionally well despite the limitations of the place.

There was much activity at Mondello on the Friday, with all the leading championship contenders sorting out their gearing, wing settings, suspensions, etc; and although it was a generally wet afternoon there was some fast lapping between the showers with Guy Edwards in the Barclays/Amoco Lola T330 getting down to 53.8 s, fractionally faster than the 53.7 s of Keith Holland in the Ian Ward Racing Trojan 101, both under the lap record of 55.0 s set over a year ago by Ken Fildes in the Luke Duffy Crosslé-Vega 22F but all unofficial of course. The previous best ever time for Formula 5000 cars at Mondello was set in practice for the '71 race by Brian

Redman (McLaren M18A), Mike Hailwood (Surtees TS8) and Trevor Taylor (Lola LT25) at 54.8 s.

Obviously not only was the lap record in danger, but it was very much on the cards that times of 53-54 s would be recorded by the official watches, which, of course, are invariably "slower" than the unofficial ones. No less than four drivers shared best practice time of 53.2 s/83.81 mph, very close to the "magic" 84 mph barrier, and in order of who did it first it was Keith Holland on pole in the Trojan flanked by Graham McRae in the Iberia GM1, with Brett Lunger in Sid Taylor's Trojan 101 and Gijs van Lennep in the first of the three Shell Sport Luxembourg Lola T330s of Jackie Epstein on the second row. Tony Dean in the Anglo-American Chevron B24 and Ian Ashley in the Henley Forklift Lola T330 each recorded 53.4 s; Guy Edwards in the Barclays/Amoco Lola T330 got down to 53.6 s; with Tom Belso (Shell Sport Luxembourg Lola T330) and Bob Evans in the McKechnie/STP Trojan T101 at 53.8 s. Peter Gethin's brand new works Chevron B24 was suffering from fuel starvation trouble and would not rev beyond 6,000, but he was quick at 54 s even, a time also achieved by Clive Santo in the third of the very colourful Shell Sport Luxembourg Lolas. David Oxtom in the Tyrrell-like NZ-built Begg FMS recorded

54.2 s; Steve Thompson in the Servis Chevron B24 was down to 54.4 s, the two VDS Chevron B24s of Teddy Pilette (54.8 s) and Chris Craft (54.8 s) completed the lap record crackers.

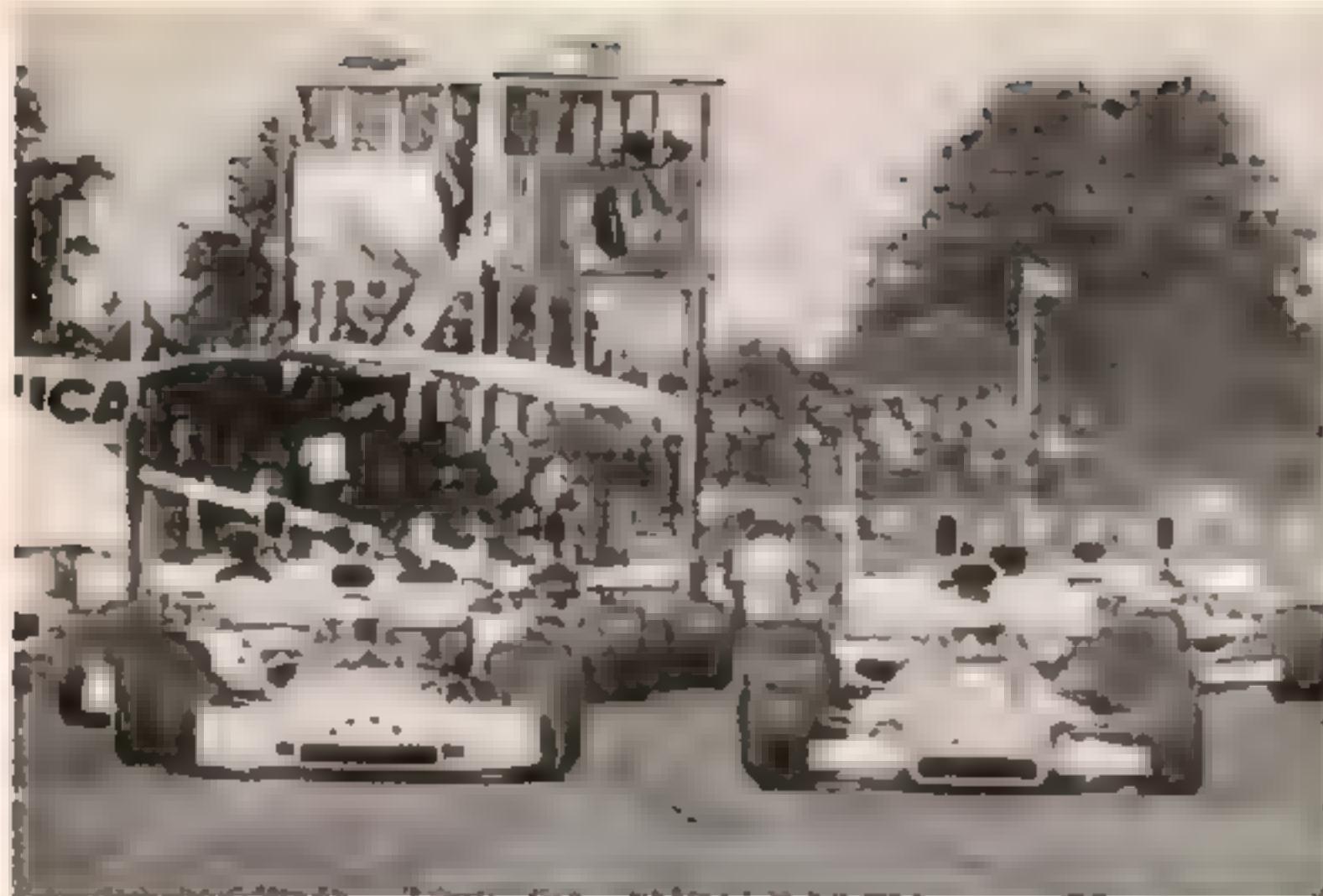
John Webb of MCD remarked before the race that this was undoubtedly the most interesting Formula 5000 line-up to date—the first time in the five-year-old history of the formula that four drivers shared pole, the first time for 18 drivers to get under not only the lap record but also the first time for 14 drivers to beat the previous best ever F5000 practice or race times, and the first time for a full field of the very latest '73 cars to be assembled this year. Formula 5000, '73 style, is extremely competitive, with Brett Lunger the only one to have won twice to date in the European series this season—a feat later to be emulated by Keith Holland.

## RACE

A grid start was an innovation this year, the rolling starts of the last few years being considered too dangerous on this rather tight circuit. All 18 got away cleanly, with McRae in the GM1 out-dragging the field into Shell to lead from Holland, van Lennep, Lunger, Dean, Edwards and Gethin, the latter already taking Belso and Ashley who were in front of him on the grid. The Shell Sport Luxembourg Lola T330 of van Lennep was slightly clipped in the usual Shell traffic jam, but the only damage was a cocked-up right front spat. The first big change in the placings was on lap nine when McRae revolved at Dunlop, which he attributes to a deflating rear tyre, and with the car stuck on the grass while the whole field raced past the stationary GM1 his interest in the race faded rapidly. McRae was out again for two more laps but then pitted to change the now flat tyre and when there was no spare readily on hand he decided to pull in altogether.

Out front Holland had a very good lead over the closely bunched quartet of van Lennep, Lunger, Dean and Edwards, with Gethin dropping out of contention with handling problems and then another big gap to Belso, Evans, Pilette and Oxtom. Lunger spun at Dunlop on lap 18, after just dropping two places to Belso and Dean. The 30 laps ran out with Holland winning by 11.4 s from van Lennep and Dean, with just 0.2 s between the second and third man; followed by Edwards, another 0.2 s down on the third man, and then came Evans, Ashley, Belso, Pilette, the unlucky Lunger, Oxtom and Santo. Thompson was the only one not on slicks, and the Servis Chevron B24 was consequently down on handling with its intermediates and he only did 29 laps to finish 12th. Peter Gethin had a pit stop to check oil pressure and he wound up second last, just in front of Chris Craft's B24. McRae set a new lap record of 53.4 s during his meteoric opening laps. Lunger's Trojan T101 had fuel pump problems, his spin being caused when the fuel cut off and all power was lost at that vital moment.

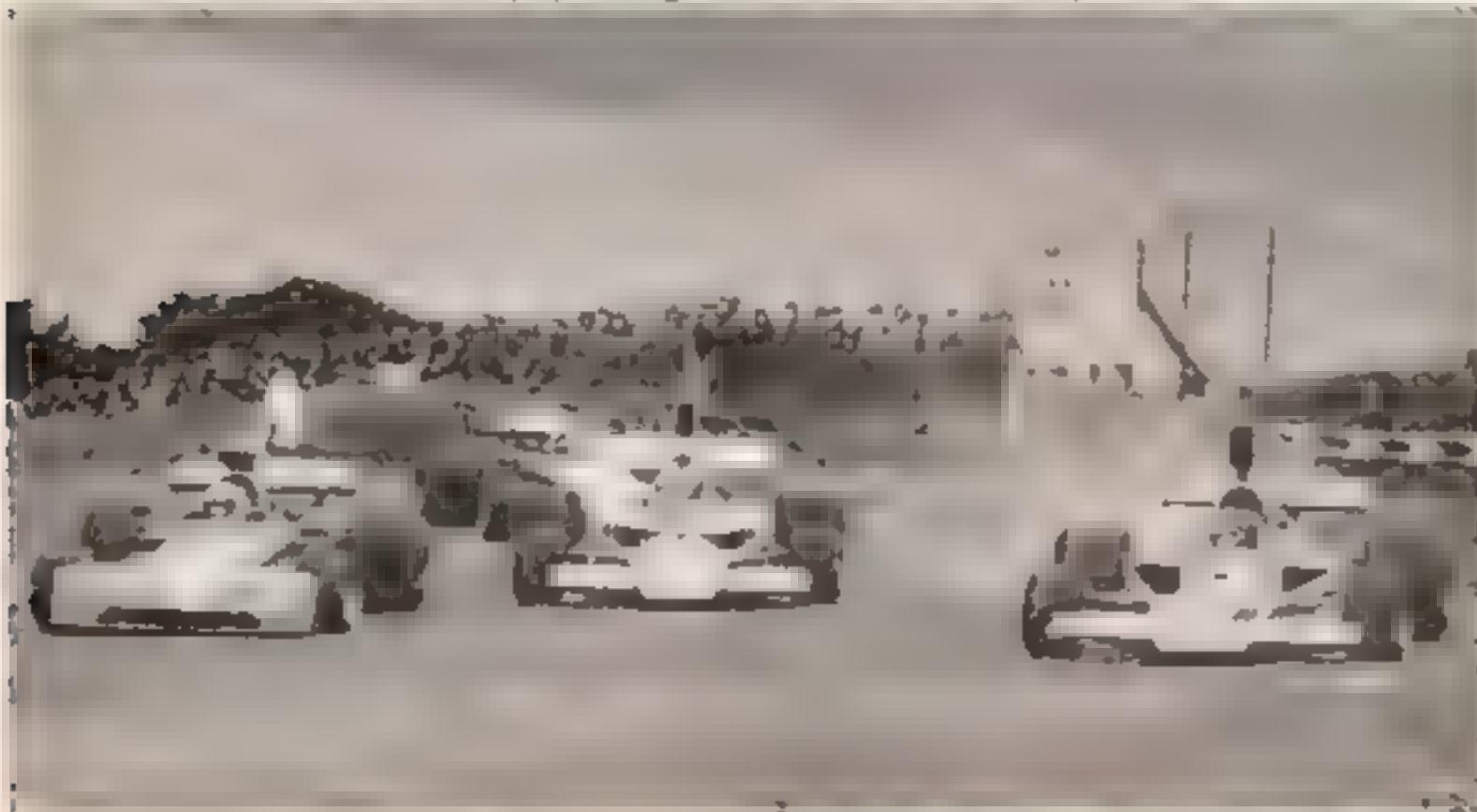
Threatening rain delayed the start of the second leg, and as the dark clouds massed in over Mondello everyone decided on wets, the jacks went under the cars on the grid and the slicks were wisely replaced. The rain actually did not fall until after the opening laps, but the race order was generally unaffected by the slippery conditions. It was Keith Holland away first, chased by van Lennep with Guy Edwards in close attendance and Tony Dean trying everything he knew to get past the two Lolas; and on lap eight, van Lennep fell to both Edwards and Dean. Lap 11 saw van Lennep drop two more places, this time to Bob Evans and Peter Gethin. Lap 14 saw a new leader, Guy Edwards taking over from Holland with Dean also going past into second. But this order changed again two laps later when Dean tried to take Dunlop too fast and went on to the grass to drop back to sixth, and then Gethin went missing on lap 17, pulling into the paddock with the glassfibre front of the works B24 trailing the ground. Holland was back in front on lap 19, and began to pull steadily but surely away from Edwards, with van Lennep working very hard through the slower cars to get back up to third past Lunger on lap 25.



Seconds after the start of the first heat, Graham McRae (22) and Keith Holland (25) lead the pack on the short dash to Shell Corner.

The final order was Holland, Edwards, van Lennep, Dean, Evans and Oxton going the full distance; and on aggregate, the overall order was Holland by 13.6 s over Edwards, with van Lennep, Dean, Evans and Oxton going to full 60 laps. Teddy Pilette, Tom Belso, Ian Ashley, and Brett Lunger were next up, at 59 laps each; Steve Thompson got in 58 laps; and last was Chris Craft, 57 laps completed. With track conditions anything but conducive to fast laperry in the second part it was amazing that Edwards, Dean, Pilette, McRae and Gethin were all under 55 s lap record, with Dean getting down to a very quick 54.0 s. All but Thompson, Craft and Twaites failed to get under 55 s in the first part. It was quite an interesting race, and would surely have been a classic had McRae not spun and had Gethin's new Chevron B24 been fully sorted. Formula 3000s have come a long way from the early days of '69, and today's highly sophisticated machinery certainly provides top class motor racing that is almost as fast as Formula 1 and perhaps even more spectacular—and at a price that the lesser well-off circuits can lay on for their crowds. Should Formula 3000 ever replace Formula 1, the cost would soar to prohibitive heights and such circuits as Mondello would no longer enjoy the glorious sight and sound of the "Beautiful Big Bangers!" May that day never come.

Rain clouds threaten with Pilette (33) leading Belso (208) and Ian Ashley's Lola.



falling like stair rods, there was no alternative but to display the delayed start notice rather than the starter's flag for the big saloons. Des Donnelly had no suitable wets for his Vauxhall Viva but he elected to race, while Eddie Regan decided not to take out the ex-Mick Hill Boss Capri. Tony Brennan pulled out a good lead on Donnelly, who was never given a moment's peace by Mattie McNamara, the Vauxhall being driven with considerable respect for the skating rink surface. As the road dried in the closing laps Donnelly caught and took the Escort-FVC of Brennan, who then slid sideways at Shell to also lose a place to the similar Escort of McNamara.

Round 8 of Shell Sport Clubman Championship was won by Mike Martin in the Motor Supplies/Combat Cancer U2 Mk 12. Richie Heeley ran into the back of the similar Gryphon C73 of pole man Richie Conroy on the first lap at Duckham, and after getting past the Everyman's D-I-Y Centres U2 Mk 11B of Championship leader Tony Martin he set off after leader Mike Martin, but was over a second down at the flag.

Final race of quite a busy weekend was a 20-lapper for Formula Ireland, and what a fitting finale this was indeed. Tommy Reid's lead lasted but two laps when his Brabham BT38/40 was bumped into a spin and out of the race by John Pollock's BT30 at Dunlop. Pollock was really in great form, equalling the old lap record of 56 s with what is basically a four-year-old car and he held off all attempts by the Crossie 22F pair of Nelson Todd and Ken Fildes to win by 2.6 s.

#### Rathman Dublin Grand Prix Round 9 Rathman European Formula 3000 Championship

160 laps avg. dist. of 1.6s, 30-lap heats

1. Keith Holland (Ford Escort-Chevrolet T101), 56 m 1.2 s
2. Guy Edwards (Lola Smith/Chevrolet T330), 56 m 1.9 s
3. Gert van Lennep (Lola Smith/Chevrolet T330), 56 m 2.0 s
4. Tony Dean (Chevron B24/Chevrolet B24), 56 m 2.1 s
5. Bob Evans (Trojan Smith/Chevrolet T101), 56 m 4.0 s
6. David Oxton (Borg-Basta/Chevrolet FM51), 57 m 2.2 s
7. Teddy Pilette (Churchill Mo and Chay B24), 56 m 4.7 s
8. Tom Belso (Lola Smith/Chevrolet T101), 56 m 5.3 s
9. Ian Ashley (Lola Smith/Chevrolet T101), 56 m 5.5 s
10. Steve Thompson (Lola Smith/Chevrolet T101), 56 m 5.6 s
11. Brett Lunger (Lola Smith/Chevrolet T101), 56 m 5.7 s
12. Tom Mahon (Lola Smith/Chevrolet T101), 56 m 5.8 s
13. Chris Craft (Lola Smith/Chevrolet T101), 56 m 5.9 s
14. Paul Eastwood (Crosbie 22F), 56 m 5.9 s
15. Tom Mahon (Lola Smith/Chevrolet T101), 56 m 6.0 s
16. Tom Mahon (Lola Smith/Chevrolet T101), 56 m 6.1 s
17. Tom Mahon (Lola Smith/Chevrolet T101), 56 m 6.2 s
18. Tom Mahon (Lola Smith/Chevrolet T101), 56 m 6.3 s
19. Tom Mahon (Lola Smith/Chevrolet T101), 56 m 6.4 s
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25. Tom Mahon (Lola Smith/Chevrolet T101), 56 m 7.0 s
26. Tom Mahon (Lola Smith/Chevrolet T101), 56 m 7.1 s
27. Tom Mahon (Lola Smith/Chevrolet T101), 56 m 7.2 s
28. Tom Mahon (Lola Smith/Chevrolet T101), 56 m 7.3 s
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159. Tom Mahon (Lola Smith/Chevrolet T101), 56 m 20.4 s
160. Tom Mahon (Lola Smith/Chevrolet T101), 56 m 20.5 s

Fastest lap: Dean 54.0 s, 83.60 mph record

Heat 1 30 laps 1. Holland 28 m 44.4 s, 77.66 mph

2. Edwards 28 m 44.4 s 2. Evans 29 m 34.6 s 3. Pilette 29 m 32.8 s 4. Thompson 29 m 33.4 s 5. Peter 29 m 30.3 s 6. Belso 29 m 29.1 s 7. Lunger 29 m 28.6 s 8. Oxton 29 m 25.7 s

9. Pilette 29 m 24.7 s 10. Belso 29 m 24.7 s 11. Lunger 29 m 24.7 s 12. Oxton 29 m 24.7 s 13. Peter 29 m 24.7 s 14. Oxton 29 m 24.7 s 15. Belso 29 m 24.7 s 16. Lunger 29 m 24.7 s 17. Oxton 29 m 24.7 s 18. Belso 29 m 24.7 s 19. Lunger 29 m 24.7 s 20. Oxton 29 m 24.7 s 21. Belso 29 m 24.7 s 22. Lunger 29 m 24.7 s 23. Oxton 29 m 24.7 s 24. Belso 29 m 24.7 s 25. Lunger 29 m 24.7 s 26. Oxton 29 m 24.7 s 27. Belso 29 m 24.7 s 28. Lunger 29 m 24.7 s 29. Oxton 29 m 24.7 s 30. Belso 29 m 24.7 s 31. Lunger 29 m 24.7 s 32. Oxton 29 m 24.7 s 33. Belso 29 m 24.7 s 34. Lunger 29 m 24.7 s 35. Oxton 29 m 24.7 s 36. Belso 29 m 24.7 s 37. Lunger 29 m 24.7 s 38. Oxton 29 m 24.7 s 39. Belso 29 m 24.7 s 40. Lunger 29 m 24.7 s 41. Oxton 29 m 24.7 s 42. Belso 29 m 24.7 s 43. Lunger 29 m 24.7 s 44. Oxton 29 m 24.7 s 45. Belso 29 m 24.7 s 46. Lunger 29 m 24.7 s 47. Oxton 29 m 24.7 s 48. Belso 29 m 24.7 s 49. Lunger 29 m 24.7 s 50. Oxton 29 m 24.7 s 51. Belso 29 m 24.7 s 52. Lunger 29 m 24.7 s 53. Oxton 29 m 24.7 s 54. Belso 29 m 24.7 s 55. Lunger 29 m 24.7 s 56. Oxton 29 m 24.7 s 57. Belso 29 m 24.7 s 58. Lunger 29 m 24.7 s 59. Oxton 29 m 24.7 s 60. Belso 29 m 24.7 s 61. Lunger 29 m 24.7 s 62. Oxton 29 m 24.7 s 63. Belso 29 m 24.7 s 64. Lunger 29 m 24

## Servicing ban is strictly enforced on Nutcracker

Jokes at the start of the Nutcracker that the organisers were intent on finding someone guilty of servicing during the Nutcracker Rally took an unexpected turn at the end—when they announced that they had spotted Rodney Badham borrowing a spanner at the half-way halt. The Gandy Master Brake Linings Clan Crusader had suffered a leak in the gearbox oil cooler, which needed a spanner larger than those being carried in the car. This was supplied by a friend who was watching the rally and the organisers felt that the incident was serious enough

to merit a penalty of exclusion. The work was done by the driver himself and at a garage (actually the halfway halt) without any attempt at concealment.

The car was entered on the event by Triple C Magazine as Alan Conley's new Clan is not ready. The engine had the timing wrongly set, and when Badham in desperation tested the Clan against the Imp of Malcolm Patrick the day after the rally, it was found that the Imp was at least one second quicker from 0 to 60 mph, despite a 3 cwt weight differential.

## Castrol Timpson is cancelled

Due to problems over Forestry Commission land availability it is regretted that the Castrol Timpson Rally, the tenth round of the Esso Uniflo BTRDA Gold Star Rally Championship will not now take place. This was scheduled for October 13.

In order to keep the Championship at thirteen rounds the Castrol Timpson will be replaced by the Festival Trophy Rally organised by Furness Motor Club on Sunday, September 30. The rally will start in Barrow-on-Furness and will incorporate five stages in the Lake District forests, as well as an airfield, a quarry and a number of good quality farm tracks.

All BTRDA Gold Star Championship contenders will be circulated with full details of the event in the near future.

**Nutcracker:** Harold Morley on his winning way and the last rally for this particular Carrera. Morley will have a new Carrera soon.

## Castrol/MN and RAC points

Current championship positions for the RAC and Castrol/MN series after the Nutcracker and Hackle rallies are as follows:

**RAC Championship:** 1. Roger Clark 63 points; 2. Jack Tordoff 22; 3. Adrian Boyd 14; 4=, Tony Fowkes and Bill Taylor 10; 6=, Peter Clarke and Cahal Curley 8. **Castrol/MN, Drivers:** 1. Nigel Rockey 54 points; 2. Russell Brookes 45; 3. Bob Jeffs 26; 4=, Rod Cooper and George Hill 22; 6. Dave Roderick 18. **Navigators:** 1. Paul White 54 points; 2. John Brown 35; 3. David Taylor 26; 4. Ian Cooper 12; 5=, Peter Bryant and Martin Holmes 10.

**Richard Morris** (3rd overall on the 1970 Manx with Roy Fidler) is looking for a quick ride on this year's rally. Mrs Morris, who holds an International licence, would also be interested in a co-drive preferably with a lady driver.

## Barry Lee to replace Hibbert



Barry Lee.

It is rumoured that the Castrol supported driver, Barry Lee, has been chosen to replace Mike Hibbert in the Clarke and Simpson prepared Centre Hotels RS1600. Lee's contract is thought to be for two years and the car will appear with Lee on all subsequent RAC rounds. Barry Lee won the Tour of Dean in 1970, one of his first ever stage rallies, and has also figured well on the Circuit of Ireland—coming seventh in 1969 and lying second in 1970 on the final night before retiring. More recently, Lee was well placed on the Welsh Rally, driving Ron Clift's ex-works RS before a crash at Towy.

## Nutcracker Notes

• Aberdare MC were denied the opportunity of using the new Towy Reservoir after complaints from the Rhandirmwyn area after the Welsh Rally passed that way twice in 24 hours. The Nutcracker pioneered the use of this road last year, since when it has also been used on the Caravan Rally.

• Harold Morley used racers throughout the rally, the first time a Welsh MN road rally has been won on them. George Hill has used them to win the Tour of Mull in the past.

• Graham Beardmore could not match the reliability of DTV's Vivas, as his Bentley Firenze suffered from oil leaking onto the discs and his unhappy rally ended when the gear selectors failed necessitating extensive rebuilding by the side of the road.

• Roy Fidler's return to club road rallying ended on the second section when his navigator wrong slotted the Withern Avenger. Roy was to have taken part with Barry Hughes, however Barry had been engaged by Jimmy Bullough previously.

## Will Sparrow will start top seed on Calderford Rally

The Wakefield & Dist. MC's Calderford Trophy Rally takes place this weekend, starting from Selby Park Motor Hotel at 23.01 on Saturday evening. The event is entirely over surfaced roads with the exception of a section of one stage. Heading the entry list is the Firenze of Will Sparrow/Nigel Rueburn.

• Scottish driver Ian Wilson can now look forward to assistance from the Opal division of SMT. This follows a successful link for the Scottish Rally. The car will appear in the new colours for the rest of the year. Ian Wilson, with navigator Peter Anderson, finished the Hackle Rally last weekend in 14th place and are now provisionally leading the Shell/The Scotsman Rally Championship.

**George Hill and Keith Wood, DTV Vauxhall Viva, round a hairpin on selective nine, above the Elan Dam.**



# Special stage

## INTERNATIONAL NEWS

### Problem for the Press-On

The SCCA Press On Regardless International Rally (due to start Nov. 1) has run into financial problems. Total Oil Refineries generous sponsorship has been dropped, possibly as a consumer face-saving move due to the fuel crisis scare currently gripping America. Secretary of the Rally, John Campbell, is reported to have contacted more than 300 companies in an effort to generate the money needed to run the 2000 mile event. The only positive response so far is an offer of \$4000 in prize money from Cooper Tyres. Adding to this the entry fees of \$10,000, the organisers only have the equivalent of £5300 in total.

To help generate interest, figures for the '72 event's publicity were listed. This included nearly 200 newspaper and magazine articles, eight hours of television and 126 hours of radio—fine figures indeed.

Fiat of Poland will be entering two cars in the event, headed by Sobieslaw Zasada. They will be supported for the event by KLM airlines, VW-Porsche-Salzburg, who called a halt to the VW 1303S rally programme earlier this year when funds ran low, also hope to have cars for the rally, helped on this occasion by VW of America. The team will be headed by Harry Kallstrom and Tony Fal.

### 1000 Lakes — the entry

The final starting list for the next world/makes round, the Rally of the Thousand Lakes (3rd to 8th August) has now been received. It has come to notice that there are two American crews entered for this rally. Bob Hourihan and Doug Woods entry with their Datsun 610 SSS has been previously reported but not previously mentioned is the entry of Scott Harvey who will be driving a Dodge Colt. Though Harvey is very successful in the States and has driven Chrysler Valiants on the Monte—the 1000 Lakes will probably be quite an eye-opener for him. Such is the unique "blind draw" nature of this event it would be quite a surprise if any other than a Finnish or Swedish crew wins this rally. Top fifteen seeds are as follows: 1, Simo Lampinen/John Davenport (Saab 96); 2, Stig Blomqvist/Arne Hertz (Saab 96); 3, Leo Kinnunen/Atso Aho (Porsche Carrera); 4, Timo Mäkinen/Henry Liddon (Ford Escort RS); 5, Hannu Mikkola/Erikki Rautanen (Volvo 142); 6, Shekhar Mehta/Ensio Mikander (Datsun 240Z); 7, Brian Culcheth/Johnstone Syer (Morris Marina); 8, Per Eklund/Björn Cederberg (Saab 96); 9, Paull Taitonen/Martti Tuukkanen (Simca 1000 Rallye 2); 10, Guy Chasseuil/C Paron (Simca 1000 Rallye 2); 11, Jean-Marie Jacquemin/Mme. Jacquemin (Simca 1000 Rallye 2); 12, Achim Warmbold— (Fiat 124 Spyder); 13, Hannu Päkinen/Jyrki Ahava (Opel Ascona); 14, Pekka Virtanen/Jussi Eskola (Volvo 142); 15, Onni Vilkes/Pertti Vesalanen (BMW 1602).

### Fiat v Alpine

The situation in the World Championship for makes has become more interesting now that Fiat have the Polish Rally win with the Achim Warmbold/Jean Todt success with a 124 Spyder. Renault Alpine are far from happy as Therier was apparently disqualified for missing a stage on the Polish Rally & late entry from Fiat has now been placed in the 1000 Lakes for Warmbold. Although the car may not be suitable for an outright win, Warmbold could quite likely pick-up a few more points for Fiat if he finishes well placed. Alpine Renault, who are missing the 1000 Lakes, are expected to confront Fiat in force on the Austrian Alpine this September.

### Quick car for Pond



Tony Pond, currently mending a broken arm from his Consul GT race shunt, will be competing for the rest of the year with an ex-Safari Ford Escort presently being prepared at Boreham. The Norman Reeves entered car will be navigated as usual by Francis Cobb. All being well the car and its driver will be ready in time for the Burmrah Rally.



Polish Rally: Jean-Luc Therier/Alain Mahe set the early pace before disqualification due to missing a stage. Below: Paganelli/Russo, Fiat 124 Spyder, retired with mechanical problems.



Hockie Rally Andrew Cowan and Ross Finlay with Mogil Motors RS1600—second again. Below: Alastair Robertson/Pers Lindsay, Saab V4—not a good weekend for Scots with only two in the top ten.





During the rain on Sunday morning the Hezemans/Quester winning BMW leads the Mass/Fitzpatrick Capri, which finished second.

## SPA 24 HOURS

# Quester/Hezemans for BMW

By ROBERT FEARNALL

Photos by COLIN TAYLOR PRODUCTIONS

Tinne Hezemans and Dieter Quester added another great success for Jochen Neerpasch's first-year BMW Motorsport GmbH in the Spa 24 Hours last weekend, with their 3.0 litre CSL. Their victory, however, was overshadowed by a series of tragic accidents during Saturday night, one terrible incident claiming the lives of race leader Hans-Peter Joosten (in the Alpina CSL shared with Brian Muir) and Roger Dabos (Group 1 Autodelta Alfa), while shortly after this Massimo Lariel crashed the 2 litre class-leading Alfa Romeo GTA and suffered grave injuries.

Jochen Mass and John Fitzpatrick offered a fighting challenge to the BMW in their Works Capri, which wasn't anywhere near as fast as the CSL prototypes and suffered a number of setbacks during the event which included running the last seven hours of the race on five cylinders. Ford achieved a 50 per cent record for one of their two cars retired, while only one of eight competitive BMWs lasted the event.

The amazingly rapid and reliable Group 1 Opel Commodore GS/E finished third, fifth, sixth and seventh overall to dominate the Group 1 class, although fourth overall and second Group 1 car was a 3 litre BMW. The 2 litre Toyota Celica of Ove Anderton and Freddy Kottulinsky won the 2 litre class after the much faster Spanish Escort BDA retired near the end, and the Promoteam of Group 1 Alfa Romeo won the team prize as well as winning the 2 litre Group 1 section.

Best placed British crew were Mike Crabtree and Jonathan Buscombe, who established a brilliant performance in finishing 11th out of 27 cars with Terry Sanger's Research Consultants Chevrolet Camaro, which ran into trouble early in the event but lasted to become the first Camaro to finish the 24 Hour race.

With the increasing speed of the Group 2 BMWs and Fords, it is hoped that this race was the last run to that format for the combination of the 170 mph Group 2, 3 litres and the more mundane touring car machinery is far too dangerous on a fast circuit such as Spa.

In the European Championship, BMW now have 99 points to Ford's 77 with Alfa Romeo in third on 67. With Brian Muir's non-finish, Yogi has lost the lead of the Drivers' series to Tinne Hezemans, who has 65 points to the 50 of Muir and Jochen Mass.

## ENTRY

Longest race in the European Touring Car Championship series is the annual Spa 24 Hours, an event in which manufacturers aim to do well as it attracts vast audiences and immense press coverage, and which not only includes the points-chasing Group 2 contenders but also the well-supported Group 1 category.

Ford of Cologne pinned their hopes on two works Capris, the '73 models becoming quite rare with the number of incidents and any third car was out of the question since Dieter Glemser was injured and Jody Scheckter was racing in America. Heading the driver line-up was the ideal partnership of two of the world's best saloon car drivers, new young Grand Prix star Jochen Mass with John Fitzpatrick, while the second car was run for German Hans Heyer and Ford's new per-

manent member, Super Vee ace Helmut Kolnigg, who has settled in well with the Cologne camp. The drivers had spent the preceding week occupied on a Ford fitness course in preparation for the marathon, but that wasn't enough to cheer up Mass about the event, the curly-haired German not being a fan of 24 Hour races "I like them as much as you like to write about them!"

As the team's breakages at Le Mans were not major problems, the disappointing performance there had little bearing on the Spa project, the 2995 cc Capris running low compression engines with high axle ratios so that instead of the usual 7,700 rpm reached on the Mulsanne Straight, this time the drivers were hardly pulling 7,000 rpm. At the moment, Michael Kraneveld's immaculately presented Ford team has been left behind in performance, by the recent homologations by BMW, but with the new 3.4 litre four-valve Cosworth engine developing 420 bhp on its first brake test, Ford will certainly be back in the fray when it is homologated with the new more streamlined Capri for next year. But in the meantime, Kraneveld's team seems as though it will have to pick up places when the faster BMWs fail—a complete contrast to last year.

The third Group 2 Capri was one of last year's ex-works cars, sponsored by Pepsi Cola, for Spanish drivers Jaime Mesié and Alberto Ruiz Giménez. BP of Belgium were rather displeased that the Broadspeed Capri RS for Claude Bourgoignie did not appear, following the destruction of Dave Matthews' sister car at Silverstone, but since some of the long-distance components were destroyed in the accident that were to be used on Broad's latest RS, it was unable to make the journey. At scrutineering, it seemed possible that redundant Claude Bourgoignie would be nominated third driver in the Heyer/Kolnigg Capri, but BP were certainly not prepared to let their man drive a Texaco-sponsored works Capri, Texaco being very much in evidence at this race.

With their recently homologated rear wing device and aerofoil on the roof, the BMW CSLs looked far more akin to 3 litre prototypes than Group 2 saloon cars. But that's progress, I suppose, and BMW have more

exciting innovations for next year. Following their convincing display at the Nürburgring 24 Hours, there were far more cheerful faces in Jochen Neerpasch's BMW Motorsport GmbH camp. When I interview Neerpasch at the beginning of this year, he remarked that he hoped to be winning by mid-season, and in true Neerpasch style, his calculations were perfect. For this race, the quiet unassuming former Cobra driver said that he had made no special preparations for this race than for any other European Group 2 race. The cars were the same, the driver pairings were the same and the engines were the usual 3.3 litre versions rather than the 3.5 litre versions without any special detuning treatment. Chris Amos and 22-year-old German driver Hans Joachim Stuck (who won this event last year with Jochen Mass in a Capri) shared their usual car, as did 30-year-old Toine Hezemans and staunch BMW pilot Dieter Quester, the latter pair having won the G2 class at Le Mans the previous month. A good omen for this race, perhaps.

Burkhardt Bovanslepen suffered a blow for his Alpina BMW team when team-leader Niki Lauda was injured in testing in Canada, the responsibility therefore being handed over to ETC driver series leader Brian Muir. BMW GmbH's national German G2 driver Harald Menzel was brought in to the Alpina team to join Alain Peltier and Hans-Peter Joosten, the latter being a driver who won the Nürburgring "24 Hour" race with Muir in the Alpina BMW some weeks ago and was reckoned to be one of the "new finds" of the session. The two cars being used were the Jägermeister CSL in its smart orange turn-out which is usually Lauda's mount and started off practice with a 3.5 litre engine, before changing to a 3.3 litre engine, while the second car was Muir's usual Malcolm Cargill-run 3.3 litre British Alpina CSL, both using radio-link systems with the pits. A third BMW Alpina entry was for Swiss drivers Walter Brun and Cox Cocher, this being the former Schnitzer CSL which John Fitzpatrick took to fourth place in this race last year after his meteoric 19 hour drive and which was handed over to Alpina for preparation after it blew up on the first lap of this year's Le Mans. This was the only Ford or BMW runner to use Firestones instead of Dunlops.

The Team Schnitzer Motul CSL for Jausaud and Wollek never turned up and with the success of their Formula 2 engine, it appears that the Schnitzer CSUs may not be regularly seen again, leaving the rest of the competitive entry to two privateer CSUs, also wearing the latest bodywork additives and 3.3 litre engines. The smartly turned-out Marabout car of Jean Khaneval and Willy Brailard used an Alpina tuned engine and the rather more scruffy prepared Precision Liégeoise prepared car was driven by Hughes de Pierian and Vincent Gaye.

The only other over 2 litre Group 2 runner was the brave effort by Terry Sanger's Research Consultants team with their usual Chevrolet Camaro Z28 which featured a new Watts linkage rear axle set-up and a 6 litre engine. With Terry Sanger relegated to team-manager following his Formula 5000 accident, his original co-driver Jonathan Buncome was joined by Mike Crabtree, and their instructions were to take things as easily as possible.

Biggest blow in the over 2 litre Group 1 class came with the disappointing withdrawal of the three BMW 3.0 Sis owing to a financial re-think of their competition programme. However, the section still contained much interest, foremost on the legality of the 7 litre Chrysler Hemicuda of Wolf Lev's Racing Team for Belgians Pierre-Yves Bertinchamps and Yves Depret. This car which won most of its country's Group 1 races and hillclimbs featured a front spoiler, rear lip on the boot, a racing seat and a hacked-out large air scoop, but the scrutineers were quite happy so that was that. With racing tyres being allowed in FIA Group 1, various Michelin compounds were appearing for this race, some being new semi-wet versions. Second largest car in Group 1 was the Alan Rivers-entered Chevrolet Camaro for James Hunt and Richard Lloyd (who replaced the injured Dave Brodie), this not being the car that James



Muir in the Alpina BMW leads Quester's works car and Peltier's Alpina BMW.

used to win the Tour with (which was used as spare), but a new car rather too hurriedly built up in time for the race. Two other Tour cars that appeared were Stan Robinson's Wisharts Garage Ford Capri for Gordon Spice and John Hine and Nigel Clarkson's Ford of Boreham-prepared and managed version for himself and Jeremy Walton, who was making a comeback to racing since last year. The Torino-shod Wisharts car (the Dunlops didn't come up well in practice), seemed set for a good placing in this event, having finished an excellent 10th overall with the Group 2 cars in the recent Nürburgring "24 Hours." Another British 3 litre Capri—but on the reserve list—was the ex-Stuart Graham model for Mini driver George Potter and Formula Ford pilot Richard Jones, while a Belgian Capri (also on the reserve list) was driven by François Goldstein and Claude Dewael. The BMW line-up was restricted to a French 3.0 CS for François Lacroix and Henry Sunveau and a banana-sponsored 3.0 Si for Serge Laurent and "Pedro."

However, the most popular over 2-litre Group 1 make was Opel, with no less than seven 2.5 litre Opel Commodore GS/Ea making mincemeat of its 3 litre opposition, headed by the remarkably fast Marabout car which was a new car barely finished in time for René Tricot and Jean-Louis Haxha. Apart from the Jan Hingst/Jim Vermeulen/Rob Frankenhouw Commodore, the rest of the representation was made by new cars from the Opel Gulf Racing Team, who ran five silenced GS/Ea for Christine Beckers/Patrick Neva/Liane Engeman; Robert Berndtson/Jean-Louis Ravenel; Dany Wauters/Francis Polak/Paul Joossens; Huub Vermeulen/Fred Frankenhouw and Bernard de Driess/Bernard de St Hubert. All immaculately prepared machines, the Michelin-shod Opels looked just the part for competitive Group 1 racing and certainly proved their worth in the event. A slow French-driven Citroen SM never neared the qualifying time.

With the continuing lack of competitive and reliable cars in the 2 litre class, Autodelta brought along two of their rather old Group 2, 2 litre GTAs hoping for a class win on reliability. Their two old GTAs were driven by Carlo Facetti/Massimo Larini and Spartaco Dini/Walter Dona, the latter being a former G2 Fiat 128 driver. Ford's opposition in this class came from three Escorts, one of which was new for Yvette Fontaine. This car was only just finished in time for the race and has been prepared by Terry Drury who jointly owns the car with Yvette and Peter Nickolls, who claimed it to be the best ever made Escort in its basic strength and the way it was put together. The car will be run in most of the European rounds pending sponsorship, and for this race it ran a 2 litre Cosworth BDG engine. Co-driving with Yvette was Frans Lubin, after Han Akersloot broke his leg in a training school accident, although a cheerful Han was on hand at the circuit.

to explain that he should be racing at Zandvoort this weekend and that some change of plans are in the wind. Also arrived in a hurry was the Scuderia Brescia Corse Broadspeed Escort for the Spaniards Rafael Barrios and Spanish Formula National champion Emilio Zapico, while Jose Uriarte joined in the team they missed the Thursday practice as the car was still in Britain. The car used a 2 litre aluminium Broadspeed BDA engine in Friday's practice but it switched to a more reliable 1840 steel unit for the race. The third Escorter was Spa's continual cheerful privateer Ken Coffey, whose Ford Escort TC was being shared with Ted Worswick.

The Toyota AG line-up was sadly reduced to one of its two cars when the Richard Scott/Dave Walker Celica was badly damaged when its trailer on which it was mounted was involved in an accident, so the Japanese mechanics only had to care for the single 1588 cc Celica for Ove Andersson and Freddy Kottulinsky. Fastest of the six privately-run BMW 2002s was the Luxembourg entry of Nicolas Koch and "Lagondy" from the Peter Kospchen-tuned version of Heinz Hirth/Günter Mohrs, while the 2 litre Group 2 entry was made up of a standard looking Audi 100S, a quartet of Simca Rallye 2s, a trio of noisy Renault Gordinis, a couple of Fiat 128 coupes and a Fiat 128 saloon and a French Alfa GTAm.

The Group 1 2 litre section was dominated by 2 litre Alfa Romeo GTAs, four of them entered by Autodelta and a further three from the Belgian Promoteam. The impressive Autodelta display comprised "Pooky"/Umberto Grano, Martino Pinotto/Roger Dubois, Philippe Toussaint/Jacques Berger and Jean-Claude Lagniez/Claude Ballot-Lena, although their combinations changed around following a practice incident. These Alfas were easily the fastest in the class, while a slower example was driven by a couple of Australians Ray Guison/Peter Brown, who were on a world tour. The leading Alfas all used Michelin X tyres. Apart from a Dutch Opel Manta (driven by Loek Vermeulen and Alois Matthijsen) which almost matched the Alfas, the only other Group 1 contender was the 2 litre British-sponsored Vauxhall Firenza built specially for the event by Denis Thorne, who had long distance expert Holman Blackburn as co-driver.

## PRACTICE

Practice times were of academic interest in a 24 Hour race, the sessions being used for familiarisation with the circuit and sorting out the car for the marathon rather than record shattering times. Two sessions were arranged, a 4 hour one in the evening and a night on Thursday and a 3-hour mid-afternoon period on Friday, with weather conditions varying from bright sunshine to torrential rain.



The Andersson/Kottulinsky Toyota splashes through the rain.

The pattern for the weekend was set by the speed of the BMWs right from the start of practice. The amazingly fast Hans Joachim Stuck broke the 4 m time in the very damp conditions on Thursday with some incredibly spectacular motoring before setting the first-ever sub 3 m 50 s for a saloon car. In 3 m 49.1 s as night set in. This meant he would be reaching speeds little short of 180 mph on Masta Straight, as Neerpasch didn't reckon that the new wing device made much saving on lap times: "It just makes the car much easier to drive," he said. The other works BMW recorded 3 m 52.5 s with Toine Hezemans at the wheel and both cars had engine changes for the race. Despite this impressive display Neerpasch still seemed a little concerned despite having trouble-free sessions. "That's what worries me," he said, "as we have had no problems and in practice that's never happened before."

One major problem with the cars attaining such high speeds, was lapping back-markers, particularly on bends where the slower cars were already committed to their line. John Fitzpatrick explained that the situation is worse nowadays because of the much larger speed differential, for the BMW and Ford drivers the circuit is virtually flat all the way round except for La Source Hairpin and the corner after the pits. "What's worse is that the slower drivers didn't use a set pattern," explained John, "so a right indicator from some drivers meant he was pulling to the right hand side of the road and from others it meant he wanted you to pass on the right." And with the very fast speed which the BMW and Ford drivers were circulating, that was a very serious problem.

There was much shuffling about in the BMW Alpina camp. Muir drove his usual British car on Thursday, but when the track was dry his car was in the paddock having its oil pump changed as the car was having trouble getting the oil to scavenge back to the pump. The engine was also changed after the practice, and for Friday Yogi found the problem had been cured. However, after establishing a most creditable 3 m 44.8 s in the Gartlan car, Muir took over the Jägermeister car for three laps and established a 3 m 52.2 s to split the works BMWs on the front row. Muir found the Alpina-owned and developed car faster down the straight compared with his own British-based Alpina CSL, but "more nervous in the bends"; however, as he was after championship points, Muir decided to drive the Jägermeister car with Hans-Peter Jolsten, who had also been putting in some impressive lap times with the car. BMW works driver Harald Menzel was switched therefore to the Gartlan car with Alain Peltier, Menzel not having driven that actual car during practice although he found the sister Jägermeister car better in handling than the GmbH BMWs he usually drives. Impressive lap times were achieved by the BMW privateers too, leaving the Ford Cologne

camp in a certain amount of gloom.

With their detuned engines, Ford drivers couldn't hope to match the BMWs on lap time, but Kraenfuss' plan was that their German rivals would not match their speed with reliability in the race. Jochen Mass did most of the driving in the leading Capri as he drove the car at Spa in May, and his best time of 3 m 57.6 s was 8.5 s slower than the best BMW. With that and the prospect of a 24 Hour race, it did little to brighten Mass' weekend, but the new Grand Prix driver and his philosophical British partner knew full well it wasn't worth straining their saloon cars in an attempt to keep up with the BMW prototypes. Their car had an engine change after Thursday's practice while the Heyer Koenig Capri lapped quickly and tidily without any serious trouble.

The only major incident in practice occurred on Friday afternoon, when Martino Pinotto hit the guardrail on the sweeping right hander after the pits and rolled across the track at considerable speed, which virtually brought practice to a halt while he was removed to hospital with superficial injuries. His G1 Alfa co-driver Roger Dubois was then transferred to the Autodelta Alfa of Jacques Berger, which put Philippe Toussaint in to a new car with Belgian Noe. Fernand Neri's Fiat 128 Coupe went off in Thursday's practice and then did the job properly on Friday at Virage Combes after the engine blew and he hit the guardrail. The subsequent oil and mess spread about the track meant that few competitors bothered with the latter part of Friday's practice.

But James Hunt had to in the Alan Rivers Camaro for the car's clutch plate disintegrated on Thursday after a few laps, and it was then discovered that the trouble lay with a fault in the gearbox, which could not be repaired until near the end of the Friday's practice. Despite only doing three laps, Hunt still managed a very competitive time, and it wasn't surprising that his services were being required by Burkhardt Bovansiepen for the Alpina BMW team when Lauda's injuries became known, but although it was too late to arrange for this race, Hesketh's Grand Prix driver should be seen in an Alpina CSL very soon. Another British entry in trouble was the Drury Escort for Yvette Fontaine, as the small Formula 2 alternators had to be replaced by a larger version and that took some time to complete. The Potter/Jones entry was told it would not be allowed to start in the 2-litre Capri despite qualifying 49th fastest out of 60 starters. Officially the car failed to qualify, but it did do one lap of the race at the back of the field before being sent away.

C. Amon/H. J. Stuck BMW CSL, 3.49.2; B. Muir/H. P. Jolsten BMW Alpina 3.57.5; A. Hezemans/D. Gartlan B. W. CS 3.52.5; A. Peltier/H. Menzel BMW Alpina 3.54.5; J. Mass/A. Peltier Ford Capri 4.04.95; 3.57.6; H. Kraenfuss/K. P. 3.52.9; Ford Capri 4.05.1; H. de Fierlant/V. Gulyas BMW CSL 4.44.2; Xhenceval/B. W. B. Ford BMW CS 4.17.7; W. G. C. Carter BMW CSL 4.43.4; Mass/A. R. Gomez (Ford Capri) 4.14.1; M. Crabtree/J. Buntzenbe (Chevrolet Camaro) 2.22.0; R. Barrios/E. Zamora (BMW 3.0 Si) 4.38.0.

(Ford Escort) 4.17.0; C. Facetti/M. Larini (Alfa Romeo GTAm) 4.16.5; S. Dini/W. Dona (Alfa Romeo GTAm) 4.23.2; P. Y. Bertrand/Ch. Y. Deprez (Chrysler Hemi Cuda) 4.30.3; A. Tricot/L. Haze (Opel Commodore GSE) 4.31.4; J. Mangat/J. Verheyen R. Frankenbrou Opel Commodore GSE) 4.33.3; Christophe/L. Engeman (Opel Commodore GSE) 4.34.0; O. Andersson/F. Kostulas (Toyota Celica) 4.34.7; P. Porski/D. Wauters/P. Jochems (Opel Commodore GSE) 4.35.2; R. Barnetson/J. L. Ravans/P. Navy (Opel Commodore GSE) 4.35.4; M. Vermeulen/F. Frankenbrou Opel Commodore GSE) 4.35.5; B. de Drury B. de St. Hubert (Opel Commodore GSE) 4.36.3; J. Hunt/R. Wrigg (Chevrolet Camaro) 4.36.4; S. Laurent/P. Pedro (BMW 3.0 Si) 4.38.0.

## RACE

Around 100,000 people packed their way into the beautiful Spa Francorchamps circuit before the 3 pm start, by which time the morning rain had disappeared to give a dry to damp track for the start and a mixture of dry and intermediate tyres for the leading competitors. The start was rather dramatic when Barrios virtually stalled the Escort on the fifth row causing various exchanges of bodywork behind him, and while he continued virtually undamaged a Simca suffered a puncture and Hubert Roux' Belgian G2 BMW 2002 damaged its steering, both pitting after the first lap.

From the middle of the front row Muir made the best start and disappeared into the country with a respectable lead, which he further consolidated throughout the first lap, chased by the works BMW of Quester, Peltier's Alpina BMW and Amon's BMW, before the Capris of Mass and Heyer and then a long gap before the private BMWs of de Fierlant and Xhenceval, and Facetti's 2-litre Alfa GTAm. Muir gradually pulled away from the other BMWs after they all closed up on the third lap, and Peltier made it Alpina 1-2 on the fifth lap although for most of the first hour, he spent with Quester and Amon right behind and on the 11th lap Quester was back in second place.

The Capri drivers refused to be drawn in any battles and bided their time behind the BMW quartet, while Xhenceval pitted from his eighth place on the third lap with a broken piston and after a few more slow laps, the Marabout BMW CSL was abandoned. The other private BMW of de Fierlant also made a pit stop on the sixth lap to change on to dry tyres, and continued a lap down from where it soon made up places. This left Walter Brun's BMW in seventh place, ahead of Giminez's Spanish Capri which was involved in quite a battle with Mike Crabtree's Camaro and Facetti's 2-litre Alfa. James Hunt's moment of glory came in the early laps when he took his Camaro into the lead of the Group 1 section on the opening tour, but by the fourth lap the car was in the pits and within an hour it had retired clutchless. At the time, it was running in close company with Sparco Dini's G2 Alfa, and soon after that started sounding rough and it made various pit-stops. In this condition until at around 5pm, the Autodelta team changed a valve on the car and thereafter it ran smoothly. With the Camaro out, the Group 1 class was led by Wauters' Opel Commodore from two more Commodores of Vermeulen and Tricot before Deprez's Hemicuda.

In the lead Muir continued to pull away, while Amon moved ahead of Peltier on the 13th lap for third place and two laps later, he took over second place from Quester with Peltier dropping back, but still firmly ahead of the Capri. The first of the leading refuelling stops came at 4.13 pm when Quester brought in the works BMW to refuel, change drivers to Hezemans, and change on to slicks, and at the same time as this, Muir's BMW had its roof wing tear off at Malmedy and within a lap its ragged remainders had disappeared as well, leaving Yogi to carry on in command as smooth as usual. Before 4.30 pm, Amon, Mass and Heyer made their routine stops and changes of drivers, but still Muir carried on in front, not making his stop until the 24th lap (4.38 pm) when he handed over to Jolsten and handed the lead to Peltier, who promptly came in the next lap for his refuelling stop. Once all this had been completed, Stuck and Hezemans were left battling out the lead, having soon disposed and pulled away from Jolsten and Menzel with Fitzpatrick leading Koenig some distance behind. Yvette Fontaine's 2-litre Escort was spending much time in the pits around this time with a bad fuel pump, which was replaced, and then



Crabtree's Camaro leads the Spanish Capri of Gimenez/Mesia.

with starter motor trouble. The car continued many laps down, but before 11 pm on Saturday a rod went through the side when driven by Lubin, causing quite a moment, for a BMW was about to lap him at the time.

Between 4.30 pm and 5.30 pm, the dice between Stuck and Hezemans for the lead produced a lot of excitement for the spectators, while Joosten continued to run rapidly and steadily in third place well ahead of Menzel. The BMW pattern was set, while Fitzpatrick and Koenig were steadily behind, Koenig staying close behind the two leading BMWs for some laps when it was lapped shortly after 5 pm. Just after de Fierlant had taken over seventh place from Cocher's Alpina BMW, the Precision Liegeoise car headed for the pits and retirement with a holed piston. This moved up the Crabtree/Buncombe Camaro, which was having its problems at La Source Hairpin when the temperature gauge would suddenly rocket to 110 deg and then drop back to normal level for the rest of the circuit. Apart from this, the car was also problematised with an oil leak and a slipping clutch, but Crabtree and Buncombe were doing an excellent job in holding a high position.

With Hezemans making his routine stop quite early, Stuck held a comfortable lead until he made his stop minutes before 8 pm which put Joosten in to the lead ahead of Menzel and Quester. In holding a remarkable eighth place overall, the Facetti/Larini Autodelta Alfa was easily leading the 2-litre class from the Barrios/Zapico Escort, while the Group 1 section belonged to the Opels with Tricot/Haxha battling away with the works Gulf car while the Hemicuda was the Opel's main concern and at 8 pm, held a position behind three and ahead of the rest. Spice/Hine were not losing much ground on the Opels and were beating the other two Capris quite easily. The Autodelta Alfas were leading the 2-litre Group 1 class with considerable ease, Ballot-Lena and Legnies usually holding the upper hand, while the Thorne/Blackburn Firenze made an unscheduled stop early on with ignition problems.

When Muir took over from Joosten in the leading BMW at 8.22 pm, there was quite a hairy moment at the corner after the pits when Quester tried to squeeze by when Muir wasn't expecting it, and the works BMW nearly touched the armco before carrying on its way. Once all the second routine stops had been completed, Amon held the lead, but not for long as he made an unscheduled stop at 8.38 pm with the bearing at the top of the MacPherson strut seizing up, not continuing until 19 m later by which time Amon was in seventh place. Another car in trouble was the Weller/Lepri Fiat 128 coupe with gearbox problems, but it somehow plugged on slowly until the finish. However two cars were not going to last the race much longer, the Lagondy/Koob BMW 2002 TII being the most disappointing when it was holding third place in the 2-litre Group 2 class and gave up at 7 pm with broken valves. The other to drop out at this time was one of the slow G2 Renault Gordiniis with a holed piston, thus ending their chances in the team prize.

The race then settled into a steady pattern with the Alpina BMWs of Muir/Joosten and Peltier/Menzel battling out the lead with the works BMW of Quester/Hezemans, their order depending on the routine pit-stops, while

Mass/Fitzpatrick constantly held fourth place, one lap behind the dicing BMWs, but always ahead of their Ford team-mates. Amon was really flying in an attempt to make up lost ground and in this period broke the lap record to leave it at 3 m 49.4 s and it didn't take long for him to catch up and pass the Brun/Cocher Alpina BMW for sixth place. The Magalhaes/Rubens G1 Alfa retired with a blown engine before 8 pm, while the Guitteny/Soulard Alfa had lost time early on when it went off the road during a tremendous dice with Walton's Capri and Leibert's G1 Alfa. The Peter Koepchen-tuned BMW of Hirth and Mohrs spent much time in the pits with a sick engine and trouble with its lights before dropping out after 11 pm, and the scruffy 2002 TII of "Macintosh" and Heisen retired with engine failure before 9 pm. Spice's Capri had a hair-raising moment shortly after 8 pm when a tyre burst on the corner after the pits and Gordon controlled the car extremely well to then change the tyre and return to the pits, having lost over 20 m which dropped them well down the field. However this wasn't to be Wisharts race, for within another three hours a rod went through the side at Stavelot.

With six hours of the race completed at 9 pm, the BMW domination of the race seemed unconquerable with Muir and Joosten leading for most of the time except when it made its routine stop and then the Quester/Hezemans car took over, with the Peltier/Menzel car taking up the leading position in the other few minutes of each hour. They were all on the same lap and in fairly close company, one lap ahead of the works Capris which were running smoothly with Mass/Fitzpatrick one lap clear of Heyer/Koenig, the latter pair being quickly caught by the flying BMW of Amon/Stuck. The steady seventh place Alpina BMW of Brun/Cocher was not to last many more minutes before it retired to the paddock with dropped valves caused by a broken valve spring, thus handing its position to the fantastic Autodelta Alfa of Facetti/Larini, which was incredibly fast and spectacular through the left- and right-handers after the pits. The Spanish Capri wasn't far behind in ninth place, before the Group 1 Opel Commodores, which were holding 10th, 11th, 12th, 14th and 16th places in their domination of the Group 1 category. Interrupting their clean sweep were the Spanish G2 Escort of Barrios/Urtiaga/Zapico and the Belgian Hemicuda, which was keeping in touch with the Opels, but only just. Equally as convincing was the Autodelta clean sweep in the 2-litre Group 1 class. The other car in serious difficulties at this stage was the Feider/Heid BMW 2002 TII which spent almost an hour in the pits with a blown head gasket.

At 9.15 pm, Menzel caused consternation with one of the leading trio of BMWs by slowing and pulling off after the pits, and before Malcolm Gartlan could run to the car, it was back on its way. Menzel having simply caught the light switch with his arm. The Opel Commodore of Beckers/Neve spent some time in the pits with alternator trouble at this time, a problem which brought it into the pits on many occasions. Meanwhile as many spectators went to enjoy the fair and other entertainments in the long night, the Amon/Stuck BMW moved up into fifth place by 10 pm, splitting the works Capris. Two more retirements by this stage were the Group 1 BMW 51 of Lacroix/Sonneau which went

off and the Belgian Fiat 128 saloon of "Alfa"/Remion which holed a piston.

While the struggle for the lead continued, the recovery work performed by Stuck and Amon was lost at 10.30 pm when the works BMW came into the pits on five cylinders, owing to a broken valve spring. The car continued 20 m later and now five laps behind the fourth-placed Capri.

Joosten, having taken the wheel from Muir at 8.08 pm, was coming towards the end of his stint at the wheel of the leading BMW when the dreadful accident occurred at 10.50 pm. Joosten had got off line lapsing Roger Dubois' Autodelta G1 Alfa (which was lying second in class), leaving the very fast right-hander at Malmédy. The car gradually spun round at high speed and Dubois' Alfa hit the BMW very, very hard in the driver's door sending both cars into the Armco, from where they rebounded into the circuit and hit Claude Ballot-Lena's Autodelta Alfa, which was sent spinning along the Armco at high speed, while the BMW and Alfa came to rest substantially damaged because of the initial impact. Ballot-Lena got out unhurt as did Huub Vermeulen whose Gulf Opel Commodore was dicing out the lead of the Group 1 class and could not avoid the cars. All the cars were held up at the point for a time while a path was cleared for the race to continue while course cars and ambulances went rushing to the scene, but tragically both Joosten and Dubois—two very talented drivers—were killed instantly in this terrible accident. Once the news became apparent, Burkhardt Bovenslepen immediately withdrew his other car which Menzel had put into the lead and that was quickly pushed away at midnight. Soon after Autodelta withdrew their two remaining Group 1 cars (the Pooky/Grano car was easily leading its class at the time) and the Dini/Dona Group 2 car.

Half an hour after this tragedy, another occurred at Virage Combes, where Massimo Larini in the sixth-placed and 2-litre class-leading Alfa GTAm crashed over the top of the metal barrier and fell into the field many feet below. Once Larini was removed from his terribly wrecked car, he was removed to hospital where his condition was extremely grave. To add to the sadness, another accident occurred shortly after 12.30 pm when the Belgian driver Hubert Raus in the Charles Michiels BMW 2002 TII (which was holding third place in the 2-litre Group 2 class, close behind the Toyota), crashed at Virage Combes as well and went over into the trees. Raus suffered a broken back and other serious injuries. The other team car of Feider/Heid was immediately withdrawn. The sequence of accidents at Virage Combes was started when "Simon" rolled one of the quartet of ASA Simon Rallys there, but fortunately he escaped injury.

After all these tragic accidents, the race lost its interest. Some wanted it stopped, but it went on under very depressed conditions. Leader by a long way, was the Quester/Hezemans BMW, but that ran into trouble when Hezemans took over at 11.15 pm for it suffered two rear punctures within 16 m. With these unscheduled stops, the Mass/Fitzpatrick Capri overtook it for second place and the lead when the Alpina car was withdrawn, but Ford's hopes were dashed shortly after midnight when Jochen Mass brought the car into the pits for a 38 m stop. The steering ball joint had broken, causing Jochen to have a nasty moment before he managed to bring it into the pits. The other Capri with Koenig at the wheel had already made a lengthy stop at 11.31 pm when the Austrian was black-flagged for not observing yellow flags during the Malmédy accident. He was allowed to continue 8 m later once the organisers had been satisfied with Koenig's statement. But 3 m after Mass made his midnight stop, the second Capri was back in the pits with a broken valve spring and that didn't restart until 12 m later.

With all these incidents, Hezemans/Quester had a seven lap lead at 1 am over their sick-sounding team car of Amon/Stuck, which was on the same lap as the Koenig/Heyer Capri, with Mass/Fitzpatrick just one lap behind. The Spanish Capri of Gimenez/Mesia held fifth place but within the next hour, that car retired.

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with a broken rocker arm, which elevated the Group 1 leading Marabout Opel Commodore of Tricot/Haxhe into fifth place, on the same lap as the Bertinchamps/Deprez Chrysler HemiCuda and these two exchanged the lead of the Group 1 category quite regularly over the next five hours. The 2-litre class was being led overall by the Spanish GTI Escort of Barrios and Zapico who was replaced by Uriarte, six laps clear of the Andersson/Kottulinsky Toyota which was running as smoothly as ever. The 2-litre Group 1 section was now closely fought between the Promoteam Alfa Romeo of Roland Imbert/Joost Buijtsbier and Eric Mandron/Edgard Gillesen and the Dutch Opel Manta of Leek Vermeulen and Alois Matthijsen. With his car sidelined in the multiple accident, Huub Vermeulen joined Patrick Neve in the delayed Opel Commodore since Christina Beckers was engaged to the late Roger Dubois, and withdrew.



The start of the ill-fated event.

The next problem to encounter was heavy rain, rain so hard that it almost flooded the circuit at around 2 am at the downhill corner past the pits. Holman Blackburn's Firenza was one of the first to arrive in the puddle and went skating into the armco, losing over 10 m before he was able to bring the car back to the pits for repairs, although the tweaked suspension and cross-member were there to stay until the end, as was the reliable car. Not so fortunate was the second in Group 1 class Opel Commodore of Berndtson and Ravenel, which hit the armco rather hard at the same corner and was forced to retire.

With its valve trouble, the Amon/Stuck BMW made a 23 m stop before 2 am and lost its second place to the Mass/Fitzpatrick Capri, and within an hour the BMW was back in the pits where it retired at half-distance with two broken valves. Meanwhile the Quester/Hezemans car had eight laps lead over the Mass/Fitzpatrick Capri, but it did make for an interesting race at around 4 am when the two cars lapped in very close company for quite some time.

By now, the circuit was slowly drying again as dawn broke to give a damp, chilly and sad morning, and the Soulard/Guittet Alfa celebrated the morning lightness by going off at Stavelot, losing quite some time before continuing. Another car in trouble was the usually reliable Escort TC of Ken Coffey/Ted Worswick, with a lack of oil pressure and a

burnt-out valve, which caused the car to be running on three cylinders from early morning.

At around 4.30 am the Koenig/Heyer Capri pitted with a blown rear left tyre, but continued in third place for another hour when it came into the pits with a rough-sounding engine. Heyer continued for a couple of laps before the car was pushed away with a broken rocker shaft. Another car in trouble was the Group 1 HemiCuda, not only with its punctures but with a sick-sounding engine and steering problems, which relegated the car to the pits for much of Sunday morning and afternoon although it did make the finish, in last place.

With rain falling lightly at times, conditions were tricky between 6 am and 9 am, and at 6.30 am poor Jochen Mass had another setback, when he had the right rear tyre blow on the Masta Kink, sending the car in a series of high-speed spins before it came to a stop with its back against the armco. Mass drove slowly back to the pits, where the damage was taped up and the incredible German carried on the race.

But just 30 m later, the Capri was back in the pits running on five cylinders. For the remaining eight hours, Mass and Fitzpatrick were to nurse the Capri as best they could to the finish, making numerous pit-stops to begin with to try to cure the problem and then carrying on valiantly with their sick-sounding engine. The stud holding the rocker shaft had sheared, letting that part float about, that cylinder was blocked off and the pushrod taken out, while other studs were tightened up at frequent intervals. It was the same problem which had affected the Koenig/Heyer car, and a terrible blow to the Ford team.

Ford's only hope of victory was if the BMW was to fail. Therefore it was no wonder the teams' faces lit up when the commentator announced that Quester had gone off the road at Stavelot at 6.30 am. Nine minutes later, he brought the car back to the pits where Neerpasch was relieved to see that damage was confined to dented bodywork panels and his intermediate tyres were changed to wet for the dicey conditions. Ford's only other bright spot came at 7.45 am when Quester made a 21 m stop with electrical trouble, which was remedied by a new alternator cable. Otherwise the BMW ran beautifully. When it rained between 9 am and 10 am, the engine sounded terribly rough, but it soon cleared itself and for the last five hours, the car sounded as sweet as when it began. Quester and Hezemans reeled off the remaining hours over a dozen laps ahead of the Ford Capri, but still thousands of spectators lined the track to watch BMW's convincing victory. Few people believed the Capri would last the distance with its awful-sounding engine, but lapping around the 4 m 50 s mark, the two experienced drivers kept it going to give Ford a thoroughly well-deserved second place. Fitzpatrick and especially Mass had fought through incredible set-backs to get the car to the finish and their second place—although excellent—seemed too little acknowledgment for their magnificent efforts.

For Jochen Neerpasch it was a tremendous achievement. In the first year of the company's motorsport division, Neerpasch has taken the team to victory in three of the most prestigious events: Le Mans, Nürburgring and now Spa. The winning car ran perfectly throughout the event, only possible by the sensible and smooth driving performances from Hezemans and Quester—an excellent partnership for long-distance races.

The last half of the race produced little interest. During the heavy rain in the night and on Sunday morning, Uriarte put in some sensational performances with the Spanish Broadspeed Escort (probably the fastest car on the track at the time) which not only consolidated its class lead but brought it up to an excellent fourth overall. Sadly, when in a position to take over third place from the Tricot/Haxhe Commodore, the car came into the pits after 10 am with the starter motor packed up, owing to a broken brush in the bearing. The car could not be restarted. The other Escort of Coffey/Worswick retired at the same time at Virage Combes with a broken half shaft. Other retirements in the second half of the race were the slow



The Barrios Uriarte Escort is followed by two of the very fast Opels.

Rieu/Vanderschrick BMW 2002 TII with a broken piston in the early hours and the de Drijver/de St Hubert Opel Commodore which made many pit-stops before retiring with a blown head gasket.

During the heavy rain at around 9.30 am, the Wauters/Polak Opel Commodore—holding second in the Group 1 class—went off through the puddle at the bottom of the pit straight, but he was able to continue without losing much time. However the Marabout Opel Commodore of Tricot and Haxhe was easily the fastest Opel holding a four lap advantage over its rivals for most of Sunday to finish an excellent third overall. The 3-litre BMW 3.0 S of Laurent and Pedro gradually hauled in the Gulf Opel of Wauters/Polak and when the latter went off on Sunday morning, the banana-sponsored BMW went into fourth place overall and took second in the Group 1 class, despite the Opel's efforts to get back ahead for the rest of the event.

Kottulinsky/Andersson inherited the 2-litre class lead once the Spanish Escort had retired, but their car was stuck in top gear for the last hour of the event and dropped from seventh to ninth in that final moment. However, they still held on to the Division 2 lead by 10 km from the first 2-litre G1 Alfa of Imbert/Buijtsbier, whose team-mates Mandron/Gillesen lost time by going off the road and their main rival, the Dutch Opel, lost time in the pits. The Alfa team won the team prize from the impressive line-up of Group 2 Simca Rallyes, which circulated together to the finish, with most cars waiting at Le Source before the 3 pm flag went out so as to not do an extra lap.

Of the British entries, it was a brilliant effort by the Research Consultants team and by the impressive driving of Crabtree and Buncombe to keep the ailing Camaro going until the finish and take fourth place in the Group 2 section and 11th overall. "In a way, the slipping clutch kept the car going," said Terry Sanger afterwards. Walton and Clarkson never suffered any troubles with their Capri in finishing 19th, while Thorne/Blackburn were 10 places farther back, but did well to finish with their Firenza having been stuck in top gear for some of Sunday.

**24 HEURES DE FRANCORCHAMPS 1973**

1. A. Hezemans/R. Quester (G1 BMW 3.0 S), 4021.600 km.  
 2. J. Neerpasch (G2 Ford Capri RS), 4020.572 km.  
 3. R. Tricot/J. Haxhe (G1 Opel Commodore GS/E), 4019.547 km.  
 4. S. Laurent/P. Pedro (G1 BMW 3.0 S), 4017.204 km.  
 5. D. Wauters/F. Polak (G1 Opel Commodore GS/E), 4013.521 km.  
 6. J. Vermeylen/H. Hengst R. Frankenhout (G1 Opel Commodore GS/E), 3938.440 km.  
 7. C. Sauer/P. Neve H. Vermeulen (G1 Opel Commodore GS/E), 3873.174 km. 8. F. Godequin/C. Dewaele (G1 Ford Capri GS), 3846.205 km. 9. F. Kottulinsky/A. Andersson (G2 Toyota Celica), 3844.661 km. 10. R. Imbert/B. Buijtsbier (G1 Alfa Romeo GTV), 3834.229 km.  
 11. M. Crabtree/J. Buncombe (G2 Chevrolet Camaro 228), 3783.758 km. 12. D. Dupree/C. Bouchard (G2 Audi 100), 3754.173 km. 13. J. Wauters/R. Mandron (G1 Ford Capri), 3739.167 km. 14. L. Vermeulen/A. Matthijsen (G1 Opel Manta), 3727.102 km. 15. E. Mandron/E. Gilleßen (G1 Alfa Romeo GTV), 3724.877 km. 16. E. Jootsen/E. Stalpaert (G1 Alfa Romeo GTV), 3684.883 km. 17. R. Godequin/P. Brown (G1 Alfa Romeo GTV), 3673.550 km. 18. A. Soulard/G. Guittet (G1 Alfa Romeo GTV), 3583.930 km. 19. James F. C. Green (G1 Alfa Romeo GTV), 3501.011 km. 20. M. Marquette/der Heyden (G2 Simca Rallye 2), 3527.258 km. 21. J. L. Gobet/R. Leine (G2 Simca Rallye 2), 3499.336 km. 22. J. M. Hamer/G. Dehaes (G2 Simca Rallye 2), 3483.206 km. 23. D. Thorne/H. Blackburn (G1 Vauxhall Firenza), 3479.206 km. 24. P. Dubrook/J. Dwyer (G2 Renault Gordini), 3424.585 km. 25. W. et J. A. Lape (G2 Fiat 128 Coupé), 3392.533 km. 26. G. Geron/ma/B. Sauvage (G2 Renault Gordini), 3303.924 km. 27. P. Bertinchamps/Y. Deprez (G1 Chrysler HemiCuda), 3161.988 km.  
 \*Fastest lap: Amon 3 m 49.4 s, 221.506 km.  
 Team prize: A. Alfa Romeo (Imbert/B. Buijtsbier, Mandron/Gillesen, J. Sauer/Stalpaert).

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<b>Ivan Dutton</b>	<b>20 points</b>
<b>Tony Lanfranchi</b>	<b>19 points</b>
<b>Gordon Spice</b>	<b>11 points</b>
<b>Dennis Thorne</b>	<b>11 points</b>

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"Silverstone is a quick circuit and always has been. It's also one of the finest in the world, please let's not spoil it."

## IAN PHILLIPS

I was horrified to hear people suggesting after the Grand Prix accident last week that Silverstone Circuits should install a chicane before Woodcote corner. Everyone accepts that the accident was very nasty and the consequences could have been very much worse than they were but was the shunt really caused by the corner being too fast and dangerous? I don't think so. Jody Scheckter was just very unlucky to lose it in the first place and with a little more experience would have driven it on the grass much farther rather than rejoining the track immediately at such a sharp angle. Woodcote corner on the GP circuit is one of the most exciting and demanding corners I have ever witnessed. It presents a very real challenge to the drivers which, let's face it, is what it's all about. If they want it slower then to me they lose all credibility. The safety precautions as far as catch fences and barriers go look to be perfectly adequate, the only thing that might be changed is the grass run off area. Perhaps if this were tarmacked the same as the rest of the circuit and marked off with the same flip-up markers as at Copse, Becketts, Stowe, etc, as a no-man's land, it would make life easier for errant drivers. This would encourage them to drive down it rather than rejoin the circuit straight away and if the driver happened to spin it would scrub off much more speed than grass and also not kick up blinding dust. But a chicane in the track, no.

The current fashion seems to be for arbitrarily bunging chicanes in circuits but I cannot really believe that they are the right answer. Normally they are improperly sighted and maximise the chances of shunts rather than minimise them as was demonstrated perfectly at Rouen recently. Chicanes are a good spectator attraction and interesting for drivers but they do need proper planning. Silverstone is a quick circuit and always has been. It's also one of the finest circuits in the world, please let's not spoil it. Anyway the way things are going at the moment the

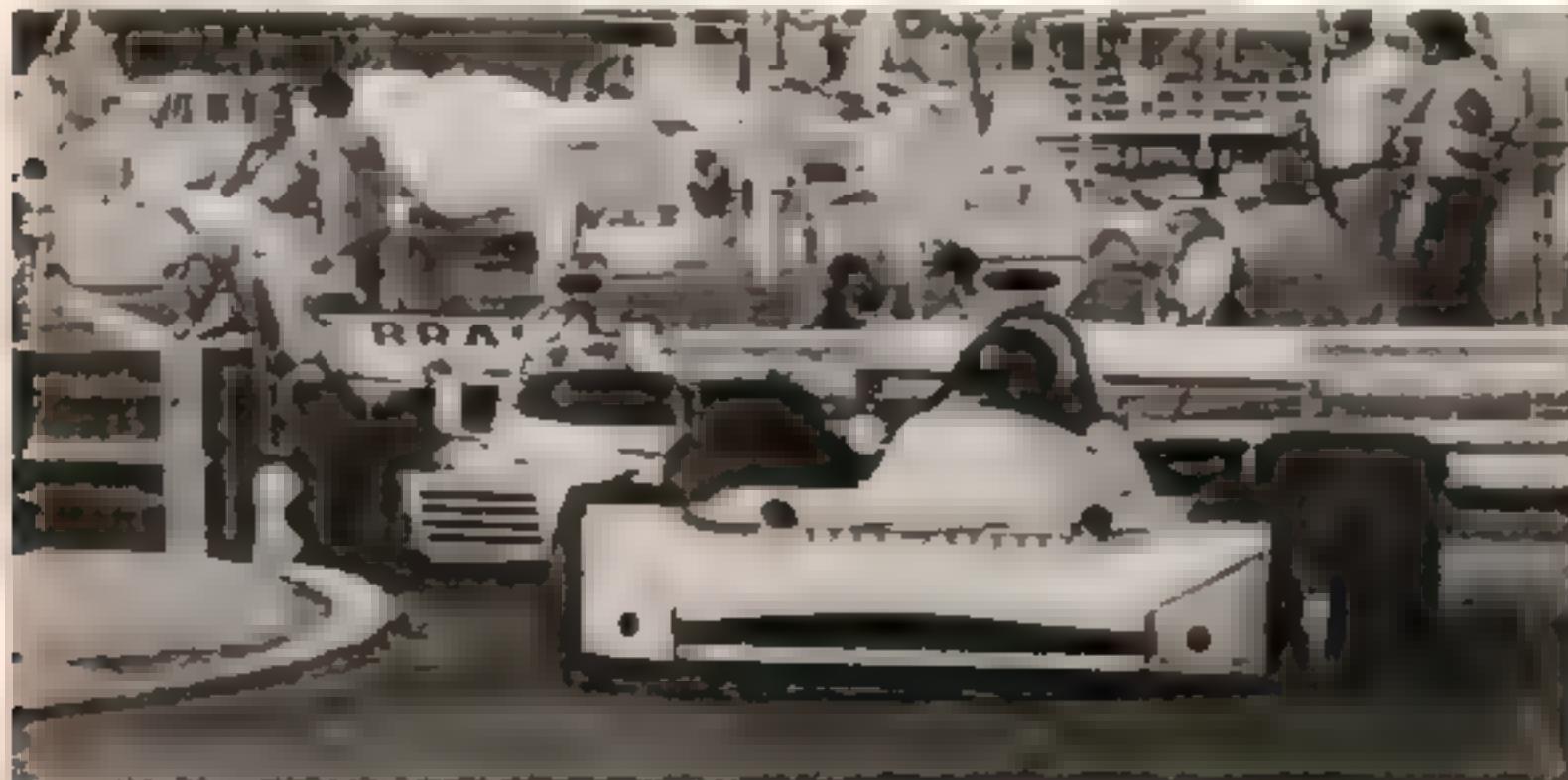
problem will probably resolve itself by the time F1 cars next go to the Northampton track as tyre development will surely enable it to be taken flat out without so much as a second thought which will be a great shame. The most memorable pieces of driving I have ever seen have been watching the maestro, Jackie Stewart, at his fastest negotiating Woodcote. If he does decide to quit at the end of this year, personally I shall be very disappointed as his driving at 100 10ths to me is the greatest thing in motor racing.

If anything were to be changed at Silverstone it must concern the start line and the pits. With a 36-car grid a large number of competitors cannot see the starter as they are halfway round Woodcote and even with the re-positioned starter they cannot see. Also if a car does happen to drip some lubricant on the circuit while on the grid and a marshal fails to notice it then it does make the track dangerous for the first couple of laps (this was almost certainly Scheckter's problem). Quite where to put it though is a problem. If it were to be at the other end of the pits by the Motor bridge it would not give the cars enough time to sort themselves out sensibly before Copse which would probably result in too many shunts. But midway along the pits would mean that all drivers could see the starter and have enough time to sort themselves out before Copse. Silverstone announced plans for new pits some time ago which were put back when compulsory pit stops were successfully protested out of the regulations. I'm told that they will be built eventually, the main problem with the current ones is that the road is perhaps a little too narrow and that there is nowhere for the seemingly millions of hangers-on who manage to get there in the first place. When Stewart made his pit stop he came charging in as any determined driver is entitled to do only to be confronted with the road blocked by spectators, most of whom had nothing to do and should not be there. The number of press members allowed in the pits is strictly limited, which is acceptable, provided that the many others who have even less of a job to do are similarly restricted.

All the above probably looks as though I am condemning Silverstone, which is not the case; they are just thoughts rather than criticisms as I find it one of the most enjoyable circuits to go to. The Grand Prix weekend was a tremendous affair. Not only was the racing good but the atmosphere was friendly with no great hassles from uniformed idiots.

All the extra sideshows too were a great success with something for everyone and no praise could be too high for Silverstone Circuits for laying it all on. Thankfully they were rewarded with a big crowd. Long may such promotions continue.

James Hunt in the Hesketh March at Monaco.



The GP weekend cannot be dismissed without mention of James Hunt and the wonderful Hesketh Racing team. First, the team which has brought a much needed breath of fresh air to racing. Where they score is that they are all happy and friendly while going about a serious occupation while the other teams go around poker-faced and miserable doing the same job half the time less successfully.

Not only was it a triumph for Hesketh Racing but more so a personal one for James. Remember exactly a year ago he was in hospital following a car crash sustained leaving the Brands Hatch GP where he had ended his F3 career with a big accident caused by somebody else. His racing career looked bleak; the disillusioned Hesketh team were pulling out and all he had to try to continue with was a second hand March F2 chassis on loan for the rest of the year but no engine to put in it or money to run it with. It was then that his real character showed through and paid dividends. With his self-confidence undiminished he managed to persuade friends to help him out and get the car at least race worthy. Starting with the Rothmans 50,000, his first event with the 712, he has never ceased to impress with his driving, scoring success after success which has more than justified those who supported him in the hard times, but more than anything it is a tribute to his own determination and belief in his own ability.

The thing that delighted me at Silverstone was the way the crowd took to him immediately. Something that has irritated me over the past few months has been the refusal of the public influenced greatly by the motoring press to recognise the talent we have in Britain. We had a ridiculous situation at one stage when the specialist press were singing the praises of F3 drivers from South America and Australia for finishing fourth and fifth in club races and ignoring the fact that finishing first and second in those events were British drivers. I'm in no way patriotic but this hysterical behaviour by people all trying to discover and be associated with a new Fillipaldi or Brabham must have made the British people wonder what they had to do to gain any recognition. I know people will say I'm as much to blame as anyone for getting excited about Jean-Pierre Jarier in F2 but I offer the excuse that he was actually winning races. Okay, so James did not win but he was the first British man home and right with the winner and thankfully everyone recognised his great efforts and that he is currently second to Jackie Stewart in the British F1 ranks. James also excelled himself afterwards in the many interviews which he gave. I personally only heard the one with Richard Hudson-Evans on Radio One's Sunday Sport programme where he really excelled himself not only putting himself across well but also motor racing which after the sensationalist coverage of the Sunday papers needed a good boost and it could not have got a better or more articulate one from anybody. In fact he proved two things over the weekend; first that he could take over as Britain's number one GP hope and secondly that he will be the best ambassador for the sport for a long time to come.

Talking about good publicity for motor racing, I think Radio One's top disc jockey, Noel Edmonds, deserves thanks for his excellent motoring news section of his early morning programme. Invariably he talks about motor racing and displays a good knowledge and understanding of the sport and in fact on Monday mornings is usually the most reliable source for results of big meetings over the weekend. Particularly impressive was his condemnation of the newspapers and his own employers, the BBC, for their general lack of interest in the sport except when a big accident occurs. Good for you, Super Noel, keep it up. Also how about somebody giving him another run in a Mexico as a reward (remember his domination of the DJs' race?).

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# Correspondence

## Jackie the Great

Believe it or not, Jackie Stewart was the most popular man at the JGP. The cheers he received when he took the lead on the first lap of the first race were incredible. I have never heard such audible support for a driver in this country and if Stewart could have heard it, this may have later compensated for making that rare gear-changing mistake at Stowe in the second race. He controlled the spin superbly and was quick to drive his car out of the path of his followers. It must have been a hard chore having to soldier round hopelessly a lap behind when knowing that he should have been leading by miles! The crowd obviously appreciated this when they gave him an even better reception than Peter Revson received when he took the flag.

All in all, the crowd at Silverstone was the best I have ever seen in Britain and the interest and participation that was shown by them must reflect the excellent state of motor racing and in particular, Formula 1, today.

RICHARD B. JARVIS

FROXFIELD, HANTS

## Dutton up

Since I don't speak to Mr Ivan Dutton apparently, I have not had the pleasure of meeting Mr David Atkinson who is presumably a friend of his. It may therefore be unfair to malign the memory of a complete stranger but sadly Mr Atkinson's powers of recall are clearly not his strongest point.

Firstly, I did not approach Mr Dutton "just as his engine seized solid." His race was not the last of the day and it was at least 15 minutes after the last race that I went up to him and asked politely what had happened. His immediate reaction was "Are you from Autosport?" "Yes," said I. "Well, you won't speak to me, so I don't think I want to speak to you." At which I decided to waste no more time, and walked away.

I now know the reasons for Mr Dutton's reaction, which have nothing to do with the mechanical disaster which befell him at Silverstone, having spoken to other reporters who have encountered similar rudeness. To put out the reasons here would do Mr Dutton no credit and I am only replying to Mr Atkinson's inaccuracies to set the record straight.

Changing the subject entirely, why does Autosport, which is surely used by many for reference purposes and historical accuracy, persist in calling the British Grand Prix something else? Reference to the FIA Year Book (orange section, page 21) reveals a list of the qualifying rounds for the 1973 World Championship including the Grand Prix of Great Britain. It is surely wrong, inaccurate and using editorial space for free advertising to refer to the race by any other name.

IAN TITCHMARSH

## Excellent GP exit

I feel that nothing but praise can be levelled at the combined efforts of the local police and the RAC for their splendid traffic arrangements for the John Player GP. For what must have been a near record crowd to get away from the circuit so quickly must surely be an object lesson to other organisers both in this country and abroad in what can be done when the problem is tackled from the right angle, something sadly lacking in the past, I think.

C. J. M. WELLER

BOLTON, LANC.

## Sensational

Unfortunately, I did not attend the John Player GP, so I was forced to rely upon BBC TV for instant news, and I was utterly astounded by the commentary of Barrie Gill on The Crash. I know that Gill must have had a nasty fright standing in the pit road but to babble hysterically of a "great and appalling disaster" and "a scene of horror like a major air disaster" was ludicrous. The sad thing is that this commentary was heard by millions and could have done motor racing a great disservice in troubled times and could also have been a discouragement to some sponsors perhaps already worried about their public image.

DAVID VENABLES

HOVE, SUSSEX

## Gill on TV

We switched on to Grandstand to watch the start of the John Player Grand Prix, looking forward to Raymond Baxter's informed commentary and willing to suffer Barrie Gill. However, after the hysterical exhibition of Gill's on the occasion of the first lap shunt, we were relieved by the end of the transmission to return to sanity with Peter O'Sullivan.

It was not the accident in the GP which was the disaster. Horror-mongering of this nature is surely the quickest way to get motor racing banned in Britain—an even greater disaster than the decimation of Team BRM.

NEWCASTLE-ON-TYNE R. J. GRAHAM

## Superb Silverstone

I would like to thank John Player and the RAC for what must have been the best Grand Prix to be held at Silverstone for many years. It was nothing short of being brilliant. My friends and I were never bored once during the 12 hrs we were at Silverstone on race day and as spectators this made for a superb day out.

We shall never forget the superb supporting races as well as the unbelievable action of the John Player itself. The first lap eclipse of the opposition by Stewart; the restart; the needle match between Stewart and Peterson; the spin; the three abreast motoring of Hunt, Revson and Hunt down Hangar Straight; the high pitched howl of Fillipaldi's engine as his race came to an end; the incredible swapping of places by the leading quartet and the breathtaking last five laps.

B. R. V. GRANT-BRAHAM

CRAFORD CLIFFS, DORSET

## Armco accidents

I read with interest your heading in Pit & Paddock named "Zandvoort and Monza" (July 12). The writer says motorcycles are notorious for zipping up circuits. Perhaps he should visit Druids bend after an International motorcycle meeting and even a Grand Prix.

Concerning the Monza circuit, five motorcycle riders have lost their lives in a very short space of time due mainly to metal barriers. Can you imagine the outcry if five Grand Prix drivers were to perish in the period of a month? The second accident was a photocopy of the first, even to the same bend. A rider lost control of his machine which upon impact against the barrier was catapulted back into the path of following riders. Surely the time has come for car drivers and motorcycle riders to reach a

The editor is not bound to agree with readers' opinions

compromise before Monza becomes another memory, along with Jochen Rindt, Gerry Birrell and Jarno Saarinen.

THATCHAM, BERKS.

NIGEL SIMS.

## FF—the way up

Surely G. Wyatt (Correspondence, July 8) must be joking! It is obvious that Formula Ford is the only logical choice for any driver wishing to get to the top. Naturally, many drivers are only in Ford for this reason (I am most definitely one who would prefer to be out as quickly as possible). But while we are there the spectators get plenty of action—instance my car overturning twice at Mallory on the 8th—though apparently completely unnoticed by your reporter. Do spectators really want to see the same old faces year after year?

With regard to Mr Wyatt's second paragraph, has he taken a good look at the saloon brigade recently?

Lastly, I would like to point out that every penny spent on my Royale is my own, and there are many other similarly unsponsored, but very competitive, cars. Naturally a sponsor would be very welcome, but should one not turn up I shall go on spending my own money for however long it takes.

WILLHEIM VON TIESEN

SOUTHSBORNE, HANTS

## Concord or . . .

You may like to inform your readers of an important development in Anglo-French motor racing concord, made possible by our joining the Common Market.

While at the John Player French Grand Prix at Silverstone on July 14, I was amazed to find that a considerable amount of the commentary was in English. Credit for this must, I feel, go to the French commentator, who on several occasions very kindly allowed his English-speaking counterparts to interrupt his excellent coverage, sometimes making it possible to catch quick descriptions of what was happening out of sight. Understandably it was not possible for all of the relative information to be passed on in English and items such as the fastest lap, given very clearly in French after the race, had to be sought in the Sunday press. However, one should not expect too much at a foreign event, though it is hoped that with Monsieur Jean Webb running next year's race at Le Mans du Bréda we may hear even more of the commentary in English.

WARSAW, POLAND

P. J. LOVE

## . . . Concorde?

I am interested in motor racing and went to my first Grand Prix at Silverstone, which was really fantastic—apart from the fact that by the end of the race I could have cheerfully strangled the French commentator who was extremely rude in interrupting the British commentator during crucial moments of the race. I appreciate how difficult it must be for two people to concentrate on the same race at the same time in different languages but surely as it was the British Grand Prix the British commentator should have been given priority over the airways.

Finally, a big "thank you" to all the drivers for a most exciting afternoon, and special congratulations to Hesketh Racing and James Hunt, who in my humble opinion, drove like a demon!

LONDON, W1

ANGIE HALL

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The SMT Trophy race meeting held on Sunday last proved a triumph for the main sponsors when their 2.2 Vauxhall Firenza driven by Bill Dryden won their trophy in the main saloon event and established a new class lap record lowering his own time from 43.7 s to 53.4 s at 69.44 mph, as did Eric Smith with his 1.3 Mini in his pursuit, after the Firenza apparently passed him under the yellow flag. Sedric Bell in the same race lowered his up to 1-litre time to a fantastic 54.6 s with the Mini-Ford. This was without doubt the race of the day, the rest being somewhat prosaic.

After a two minutes silence to the memory of the late Gerry Birrell, the opening race featured special saloons up to 1-litre, providing a runaway victory for Sedric Bell who outstripped the rest. These were led by the fleet Agra Imp of John Fyda who had hauled clear of the hectic strife for third place between the Imp variants of Ian Forrest, Duncan Fisher, Bob Leckie and Norman Dickson, with Peter Pitman (Austin Cooper S) having a lonely race. This squabble resolved itself when Fyda lost his gears after six laps and retired, then Fisher's Imp blew out all its oil on the approach to the Esses, this being the downfall of Leckie and Dickson who were leaning on each other's door handles, went off hereabouts allowing Forrest to secure second. Pitman was rewarded with third after a sensible drive, followed home by the Minis of Patrick and McLeod.

The second event was the Formula Ford thrash with a fine 16 car field, from which Stu Lawson emerged with his Belmont Garage Hawke DL 10 leading the Lotus 59F of Graham Cuthbert, the pair pulling away from Norman Dickson who spun his Crossle 20F at Leftander trying to stay with them. This error allowed Dave Steedman (Hawke DL9) to slip into third place just ahead of David Brotherton (Brabham BT28) who spun away his chances at Caravan dropping to ninth place. Peter White held his Puffin WDF 2 in a sensible third place chwarting the attentions of John McGivern (Crossle 20F) throughout the event. Duncan Hall took his best placing so far with his Hawke DL10 holding off Letter and Wilson, for the former retired after nine of the 16 laps leaving the Eden Mk 8 of Wilson to battle with Keith Millar's March 708/18. After four laps struggling with gears Cuthbert pitted, as Norman Dickson started to struggle through the field after another spin at Leftander, leaving himself well out of contention.

If it was only their noise, the big saloons in their 10-lap heat for the SMT Trophy, gave the crowd some excitement, particularly the Celtic Homes Boss Escort of Doug Niven, but from the flag it was the innocent looking 1.3 Mini GT of Eric Smith who had the 2.2 SMT Vauxhall Firenza of Bill Dryden, Niven's Escort getting the close attention of Jim Dryden's Longman Mini. This quartet pulled away from Eric Paterson (Colvend Mini), Derek Huntley (1850 Ford Escort FVC) and George Lynn (3.5 Cortina Rover), who battled off Charlie Bradley in the D. A. Harris 20 Escort BDA. On lap three Bill Dryden led Smith out of the hairpin, then the rain started to damp the track, Huntley pulled off his Escort at South Stand with fuel problems, but on lap 6 the Firenza made a nonsense out of the hairpin and Smith led again, Dryden getting back on the track just in front of Niven who lost the Escort two laps later at Caravan. The ever attendant Jim Dryden neatly took avoiding action but was nudged by the Celtic Homes car, which apparently had its rear bodywork gnawing away the rubber of his offside rear, which deflated, and Niven was blackflagged, but continued to finish in sixth place to qualify for the final, Smith lowering Frank Gunn's class record in winning.

More rain played havoc with the start of the modsports race, and with Jon Fletcher and John Abelson missing, it was predictable that Johnny Blades would win with his Clan Crusader. Despite the damp track he tore off to lead throughout, well away from the 1878 MG Midget of Miles Hopperton, and the 1293 version of Bill Wood. With the

## INGLISSTON

# Saloon men's records

rain easing after the opening laps, A. Talbot took over third from Wood and led the up to 1150 cc group in his Spitfire, with Peter Baker (Triumph GT6) a steady fifth, clear of the struggle between Jim Hall (Lotus Europa) and the Elan of Ian Henderson.

The 15-lap Libre event followed on a drying track, on which Ronnie Mackay made a successful come-back in the ex-Salisbury BT38 now with a Richardson engine, and owned by Harry Gilbert. After being led initially by Ian McLaren (Brabham BT36) Mackay showed that he had lost none of his skill by taking the front and never being challenged despite McLaren always keeping him in sight. Campbell Graham aired his new Chevron B23 and was rewarded with third place well ahead of the Econe Imp of Doug Thomson and the Hawk Atlantic of Ted Dzierszak. Bob Leckie, who also fielded his Ray Thomson BT36 appeared to lose interest after a spin at Caravan, while FF winner Stu Lawson gave best to Steedman's Hawke DL9 after a similar manoeuvre at the hairpin, and John Barr whose Lotus Atlantic had an ailing engine, quit after three troubled laps.

The special saloons final was over 16 laps, with Eric Smith and Sedric Bell showing Bill and Jim Dryden the way off the line. However, in the dry conditions Bill Dryden hustled the Firenza through and was after Smith to make amends for the heat results and also having an eye on the SMT Trophy. Niven had the Boss Escort in fourth place ahead of Jim Dryden's Longman Mini but making no impression on Bell; George Lynn (3.5 Cortina) was well away from Eric Paterson whose Colvend Mini again was penalised for a push start. Some way behind, Derek Huntley overcame the Escort of Charlie Bradley then disappeared, as Peter Pitman (Mini) held off the ever present attentions of Cuthill's Anglia and Robertson's 4.2 Capri until the Anglia gyrated on the grass. Up front, Bill Dryden was slowly hauling in Smith but never looked like catching the Mini, then suddenly on lap 11 he appeared in front seemingly having overtaken Smith between Caravan and South Stand as the yellow flag was displayed, but the results stood, as the first three cars demolished their class lap records.

The final two races were rather dismal through lack of entries, Tony Charnell taking the Dinktrol sponsored Chevron-Grope at a

furious pace through the ten laps, leaving Robin Smith to set a new class lap record taking second place in the Lola T212/FVA, with Johnny Blades doing wonders to take the Heron Furniture Clan Crusader into third place. The final event for Group One cars produced but five entries—Jennifer Birrell's Simca 1000 suffering after the Avon Tour as did the Charnell's similar class winning car, nevertheless taking an unglued sounding third place behind Eddie Labinjoh in the Fisher's Garage Alfa Romeo 2000 GTV and Rob Daigety with his Mexico.

## BILL HENDERSON

SMT Trophy race, heat one, for special saloons up to 1500 cc (16 laps): 1. Sedric Bell (1.3 Mini Ford), 9 m 41.6 s, 53.82 mph; 2. Ian Forrest (1.0 Mini Cooper), 10 m 34.0 s; 3. Peter Pitman (1.3 Austin Cooper S), 10 m 37.0 s; 4. Jim Hall (1.0 Colvend Mini), 10 m 40.3 s (16 laps); Fastest lap: Bell, 54.4 s at 64.93 mph.

Heat two, saloons over 1600 cc (16 laps): 1. Eric Smith (2.2 Mini 1775 GT), 9 m 38.8 s; 2. Bill Dryden (2.2 Vauxhall Firenza), 9 m 47.0 s; 3. Jim Dryden (1.3 Longman Mini), 10 m 03.8 s; 4. George Lynn (3.5 Cortina), 10 m 13.0 s; 5. Ian Henderson (1.3 Colvend Mini); Fastest lap: Smith, 54.8 s at 67.60 mph (new class lap record).

Over 1600 cc: 1. Bill Dryden, 2. Lynn, 3. Doug Niven (3.7 Ford Boss Escort); Fastest lap: Bill Dryden (16 laps) at 68.41 mph; Final (16 laps): 1. Dryden, 11 m 43.4 s, 67.35 mph; 2. Smith, 12 m 44.2 s; 3. Bell, 12 m 52.1 s; 4. Niven, 12 m 03.8 s; 5. Dryden, 14 m 13.3 s; 6. Lynn, 14 m 13.7 s.

Over 1600 cc: 1. Dryden, 2. Niven, 3. Lynn. Fastest lap: Dryden, 12 m 42.4 s at 69.44 mph (record); 1600 cc: 1. Smith, 2. J. Dryden, 3. Peter Paterson. Fastest lap: Smith 14.0 s, 68.67 mph (record).

Up to 1600 cc: 1. Bell, 2. Pitman, 3. Paterson. Formula Ford (13 laps): 1. Stuart Lawton (Chevrolet), 10 m 47.6 s, 67.20 mph; 2. Dave Steedman (Chevrolet), 11 m 33.0 s; 3. Peter White (Puffin WDF 2), 14 m 06.2 s; Fastest lap: Lawton, 34.0 s at 68.67 mph.

Modsports (16 laps): 1. John Blades (1.0 Clan Crusader), 9 m 31.0 s, 62.38 mph; 2. Miles Hopperton (1.0 MG Midget), 10 m 35.1 s; 3. A. Talbot (1.0 Vauxhall Spitfire), 10 m 19.6 s; 4. Bill Wood (1.0 MG Midget), 10 m 30.6 s.

Over 1600 cc: 1. Hopperton, 2. Talbot, 3. Wood, 4. Peter Baker (2.2 Vauxhall GT); Fastest lap: Talbot, 27.8 s at 64.80 mph.

Up to 1600 cc: 1. Blades, 2. Dave Rutherford (1.1 Austin 1300 Mk 1), 3. Rumed Groppola (1.1 Triumph 2000); Fastest lap: Blades, 35.0 s, 64.45 mph (record); Libre Cars (13 laps): 1. Ronnie Mackay (Brabham BT 26), 12 m 23.3 s, 74.61 mph; 2. Ian McLaren (3.0 Brabham BT 26), 12 m 29.4 s; 3. Campbell Graham (1.9 Chevron B23), 12 m 36.8 s; 4. Ted Dzierszak (1.6 Hawk Atlantic), 12 m 52.7 s; 5. Dave Steedman (Hawke DL 10), 12 m 00.6 s; 6. Stu Lawson (Hawke DL 10), 12 m 06.8 s; Fastest lap: Mackay, 48.1 s, 77.04 mph.

Sports and Special GT and Clubmans (16 laps): 1. Tony Charnell (1.8 Chevron Gropo), 8 m 42.1 s, 71.02 mph; 2. Robin Smith (1.8 Lola T212/FVA), 8 m 45.7 s; 3. John Dryden (1.0 Clan Crusader), 9 m 14.8 s; 4. Jack Hugh (1.6 Capri 1750).

Over 1600 cc: 1. Charnell, 2. Peter Baker (Triumph GT6); no other entries. Fastest lap: Charnell 31.1 s, 72.56 mph.

Up to 1600 cc: 1. R. Smith, 2. Blades, 3. Hugh. Fastest lap: Smith 31.2 s, 72.42 mph (Record).

Group 1 Production Saloons (10 laps): Eddie Labinjoh (Alfa Romeo 2000 GTV), 10 m 35.0 s, 66.81 mph; 2. Rob Daigety (Ford Mexico), 11 m 07.8 s; 3. Tony Charnell (Simca Rallye 1000), 11 m 26.6 s; Fastest lap: Labinjoh, 43.8 s, 68.12 mph.

SMT Trophy winner Bill Dryden (2.2 Firenza) leads the 1.3 Mini of Eric Smith.



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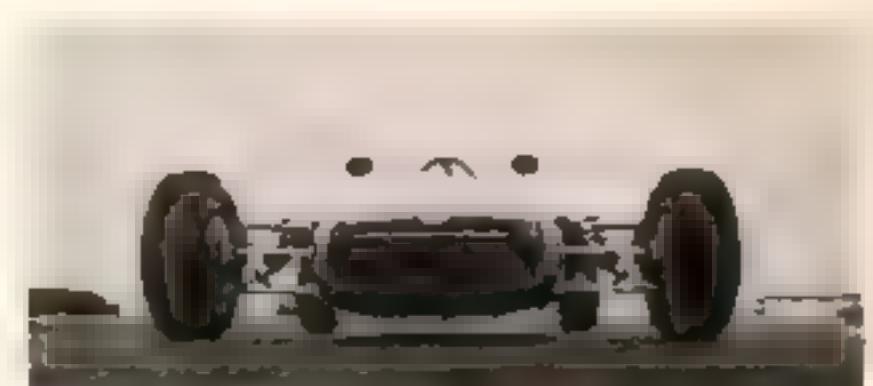
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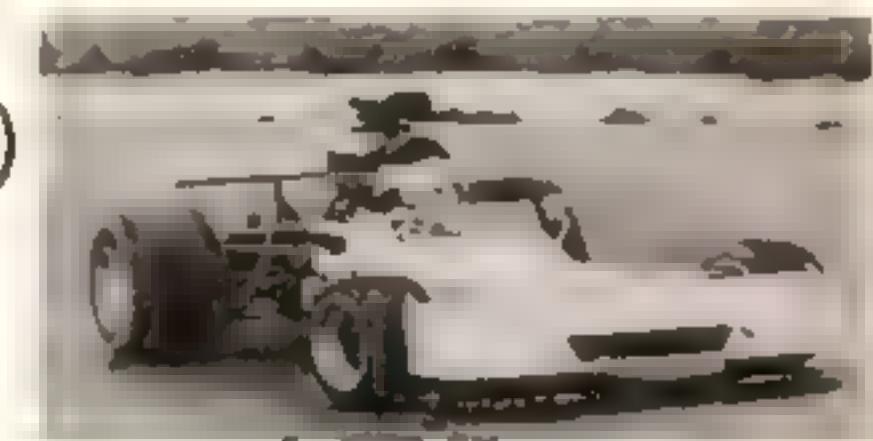
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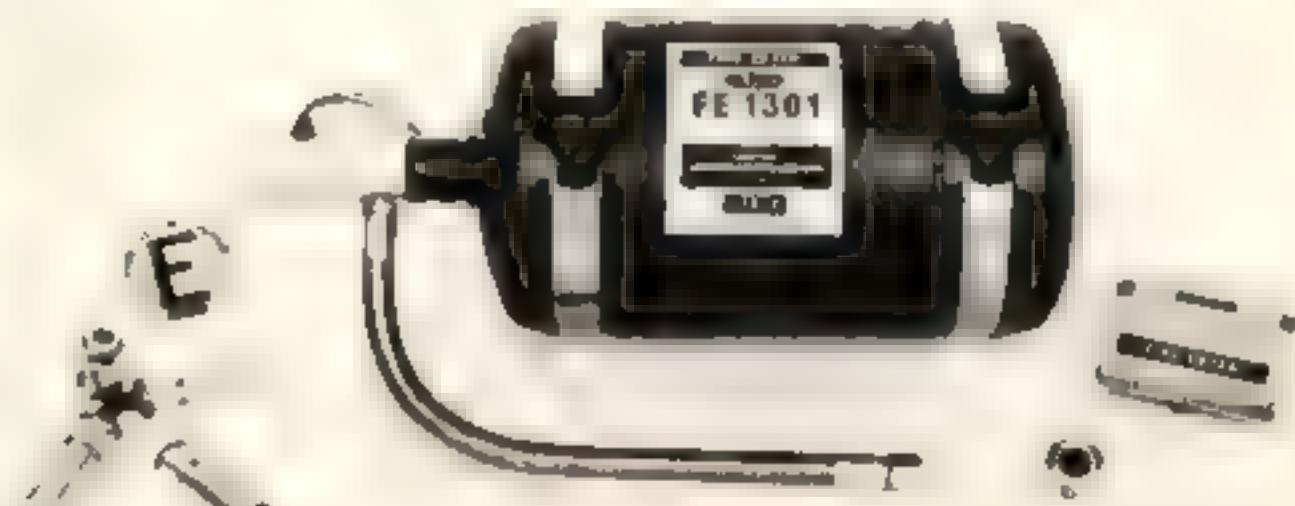


the inside when over and struck the rear of the Supra, bursting its tyre. This sent Matthews into a series of spins before the car cartwheeled end over end on fire, the fire being extinguished by the extinguisher in the car activated by Matthews. [The car was still racing the on-coming traffic after the when the fire began.]



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Used in John Player Special, Team Lotus, Motor Racing Developments (Brabham), March Engineering, Trojan/McLaren, Group Racing Developments, Rondelet-Motul, Ford Competitions Department, Team Broadspeed, Mathew, Preparied BMWs, Design Formula (Elden), Fallend Ltd (Tur-Novamotor) to name but a few!

Please complete & return for more information

Name  
Address

**I E C**

INTERCONTINENTAL EQUIPMENT CO., 6 NORTH LANE, ALDERSHOT, HANTS.

**Say no more!**



The Fire Eater cylinder fits compactly in a Brabham BT40. The push-button is top right, while the outlet nozzle for the drive is seen between the bottom right-hand steering wheel spokes.

## Mobile fire eating

Silverstone's recent carnages must have seemed like a testing ground for a new company called Intercontinental Equipment Corporation. They manufacture a fire extinguishing system known as Fire Eater, and some of the clients were involved in the two most horrifying shunts at the John Player Grand Prix Silverstone meeting.

Fire Eater has been designed and manufactured to be safe, light, quick to install and replace, simple to operate, offer a choice of methods of operation, be competitively priced and still meet the FIA and RAC regulations. This, the manufacturers are happy to say, the system does.

The system is supplied as a complete kit. Everything that is needed is included and there's a choice of three basic methods of remote operation. It can be triggered via mechanically by pulling a handle to activate the system, electrically by push button and/or a detection system, or a combination of the two: electro-mechanical which has been specially developed for Formula 1. However, all three can be activated from the exterior by a marshal.

The actual extinguishant used is Du Pont 1301(BTM) which is similar to that used to protect Jumbo jets and lunar modules. It is the least toxic of all fire extinguishing agents and is a clear vapour which does not obscure vision. Rather than smothering a fire in foam, it works chemically on flames to stop combustion itself. It is claimed to leave no residue and carries more fire fighting power per pound than any other agent. Consequently Halon can be discharged for a minute and a half, continuously replacing vapour lost to the atmosphere.

Halogen is carried to the two vital parts of a racing car, the cockpit and engine areas, in bungee tubing, whence it is dispersed by two

specifically designed 360 degree fan type diffuser nozzles.

Among Fire Eater users are John Player Special/Team Lotus, Motor Racing Developments (Brabham), March Engineering, Trojan, McLaren, Group Racing Developments, Ronde-Motul, Ford Competitions Department, Team Broadspeed, Mathwall & BMWs, Design Formula (Elden) and Fullend Ltd (Tur Novamotor), to name but a few.

• A new company, Allard Engineering, based at Daventry, Northants, has been formed by Alan Allard, Peter Bill and John Wood to concentrate on research and development of supercharging with particular emphasis on turbo-supercharging modern production engines for road and track use. The new company will work in close co-operation with the Allard Motor Company in London.

Full engine building and test facilities are being installed in the new premises at High March Industrial Estate in Daventry, including a Heenan and Froude dynamometer for engines producing up to 800 bhp. A team of supercharging engineers will work on a number of special projects, as well as carrying out development and research for manufacturers. Apart from the super- and turbocharging activities, the company will sell valve and road springs, fit Allard-Golde sunshades, and carry out high grade profiling and grinding of camshafts and steam injection.

Allard Engineering has been formed because the directors feel that there has been little recent development in the super- and turbocharging fields, and they will now concentrate on just this type of programme to develop the full potential of supercharged engines, with particular emphasis on improving power output and reducing harmful exhaust emissions.

## Computation of lamp fixings

When writing recently about Kerr Bridgland the Morgan tuner, it was indeed unfortunate that we were unable to include some details of the products from the man who started Adam Bridgland's interest in the retailing of car competition equipment. Roland Kerr started his business in one room making up sticky number plates, but his current main line is somewhat more functional than that: lamp brackets.

The two most popular lines are the Duplex and Superbracket. The former allows two lamps to be mounted on a single branch of metal on each side of the car. By having two bolt fixings on one metal plate, one lamp can be mounted the right way up and the other may be slung under the bracket. This enables lamps to be set together as closely as possible without fouling of nuts or covers. The flange is attached to a triangulated framework with usually three fixings to the strongest and least obtrusive points on the car.

Superbracket allows large single auxiliary lamps to be really securely mounted. In addition to a base fitting, there is also a top or back fittings to prevent any movement or vibration. Unless otherwise specified, the centre of the large lamp will be 2 ft from the ground, and the outer edge of the lamp at least 15*1*/<sub>2</sub> in from the edge of the car, to comply with current regulations.

Specially produced for the Escort is the Special-Twin which is a replica of the type produced by Ford AVO department. These have one lamp vertically above the other, but the Roland Kerr version has the lamp positions slightly higher to render them less vulnerable, each bracket having three mounting points. For a full-bumpered car, there's a version with a longer lower bracket.

Other products from the Roland Kerr establishment are the Scandinavia which is a straight line bar with room for three or four lights depending on space, the Standard which is an inverted V and originally produced in 1964 for two, three or four lamps, and the Tourmaster which is a range of brackets allowing the smaller rectangular lamps to be mounted below the front bumper. An everlasting list indicates that Roland Kerr lamp brackets may be fitted to many English and foreign cars.

Non-lighting products include hose protectors, Imp camber brackets, quick release filler caps and lap timing equipment. Roland Kerr brackets are fitted to many serious rally cars, and brackets were recently taken on the Avon/Motor Tour of Britain by most of the Moskvich cars. Roland Kerr may be contacted at 148 St John's Hill, Battersea, London SW11 1SN.

• Falling in line with current lighting regulations are Club Equipment with their lamp brackets. There are models for all types of sporting vehicles and they provide for two lamps to be mounted above the bar, and two lamps to be mounted below. Most of their brackets have a retail price of £4.50 and are available from accessory shops throughout the country.

# She'll **SPORT** news 10.



# ***It's a Drag Man!***

Which may be the state of the drivers is not the question marks the very best spotters and SPOT is the event. A few of your racers who I am sure do a few more than 50000 feet. Mr. S. scored a fantastic victory in the Pro F1 class at 10 Pod two weeks ago.

Battling with five Sic-ton for leadership of No. 1 Drag '21, in Britain, Dunn's only managed to qualify second fastest out of the

Some fruits it was to me that day to feel like a color  
Some that day they were to me the colors of the sun  
in the sky which I can't see, very faint though and  
drowsy.

# Only twenty-one to go!



Congratulations to the SPORT Luxembourg and Maskiyo driver Tony Lefèvre on his 2nd victory of the season. Tony now needs another 21 victories to beat the record for

the most wins in a single sea-  
son currently held by Tom  
Schoenfeld is 15 victories  
and the record for the  
most wins in a single year  
is held by Alan Grant, Tom  
Schoenfeld and Mike S.  
Shultz (and their Awards  
Chrys & Dealer Team Dev.  
Bennard) with 1500 (1500  
and a half) a total of 19 ve-  
terans & 5000+ 4 on the  
recent Ayer Motor Tour of  
Brazil providing 15000 miles this  
season. And Brazil's first  
man Mike H. is a 97.4% in  
competition with 14 firsts plus a  
few 2nd places. John V. McLean  
just started



Only Shet Skier Mutt grade  
has the unique muscle  
profile.

## Of wheels, Mill Accessories and one P. Hopkirk

It is not often that I have a chance to break the monotony of sitting beside such gents as Mikkola, Lampinen or Gardner, but I got that chance the other day when I got hoicked up to lunch at Mill Accessory Group at Eaton Bray. First off, Peter Riley took me on a tour of their workshop which turns out the GT and SuperLite wheels. To start with, it seems like a confusing maze of lathes and milling machines all thrashing away in a smart new brick extension to the old mill. One of the problems involved in making and selling alloy wheels is the fact that if you supply them for over 140 different road cars and you get a big order which may call for 86 Honda wheels among many others, you may only have 84 to hand and you have to decide whether to send off the order two short or convert the whole production line for just two wheels. The first thing we staggered into was a new row of drills which will handle small runs so that orders can be dispatched of these Paddy Hopkirk wheels without any being short and with the minimum of delay.

The wheels come from the foundry just as rough castings and indeed on the new SuperLite which are cast on a gravity plus pressure system, the nave of the wheel still has a large conical part where it was cut off from the casting machine. This is then just turned off on a lathe and is one less operation for which to pay the foundry which in turn results in a cheaper end product. I was particularly impressed with the testing rig which was designed by MIRA and built to their specification. On this, standard wheels are spun and loaded until they break and then the replacement Hopkirk GT wheel must stand at least four times that number of rotations with the same stress. Constant checks are kept for the standard of the alloy and every fourth wheel goes through a specification check so that the tolerances of the rigs for machining is kept well under control.

The Superlite is at present made in just the Mini size and is an interesting development in that it is made of a much less corrosive-prone alloy which eliminates the need for any painting or dipping of the wheel.

Instead, a fully automated polishing machine buffs up the road face until it glistens to the point where even an RSM would nod approval. The face is then treated with an easily soluble paint just to protect it until it gets to the buyer who merely washes it off with white spirit, fits his tyres and is ready to roll. A lot of consideration is given to the packing of goods at Eaton Bray and most of the minor accessories are bubble packed on cardboard to make a nice presentation as well as keeping the item in fine condition. Very often these bubble packs are then vacuumed together in tins so that when the retailer breaks them open, they are free from dust even on the outside. Ingenuity is even present in the range of gear knobs which are designed to take the car badge in the top but are not made up with them ready fitted. You buy your knob and gets issued with a badge which you fit yourself. The result is that the retailer doesn't have to buy hundreds of knobs for rare types of cars, but can keep enough badges so that he can supply even the most esoteric makes.

We investigated the upper floors of the old mill where the Interior Silent Travel Kits are made up with cutters pinched from Savile Row, and then shot downstairs to the packaging department where there was a most impressive lot of stuff going out to places like Bangkok and Buenos Aires, Luanda and Lourenco Marques. Then it was up to the boardroom for lunch with Bobby Longmuir and Paddy Hopkirk, one fretting about his V12 Jaguar and one about his wife and their latest arrival. Over lunch we talked mainly about the forthcoming World Cup Rally in which Paddy was showing considerable interest, having finished second on London-Sydney and fourth on London-Mexico. I wound up having spent a fascinating few hours looking over one of the few businesses to have sprung out of the rally world which is undeniably a great success. And it looks as if the boss hasn't quite lost his appetite for long distance drives!

JOHN DAVENPORT

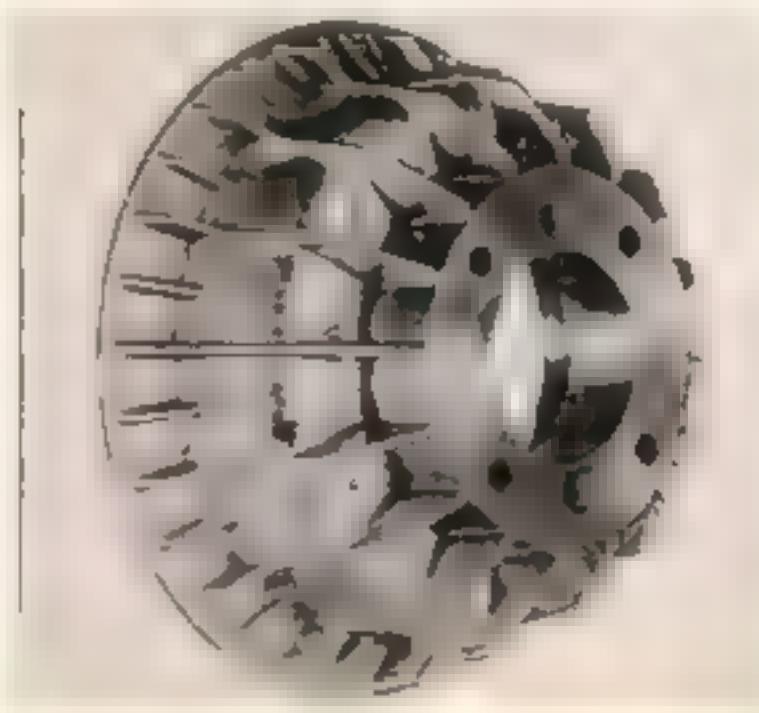
## Bigger and better Minifin

Following the rally-proven success of the Muncott Minifin aluminium alloy brake drum, J V Muncott and Sons Ltd, the manufacturers, have produced something bigger and better for Mini users.

The new drums, to be known as Super Minifins, are designed to fit all standard Minis up to and including 1275 GT. They will take most special wheels and have built-in spacers, extended studs being supplied. In addition to the greater breaking efficiency brought about by the increased heat dissipation of aluminium and cooling through the turbo fins, the lightness of Super Minifins means the unsprung weight of the suspension assembly is considerably reduced on the 1275 GT. The manufacturers claim that as a result of the reduction of unsprung weight, tyre life is prolonged and road holding improved.

Super Minifins have specially developed cast in liners and cost £15 per pair.

Muncott's new Minifin; heat is dissipated through the aluminium fins, and the equipment should improve the handling.



## Unipart goodies at Woolies

Fast-moving items in British Leyland's growing motor parts operation Unipart are now stocked at 34 branches of Woolworths. Major stores on a wide geographical spread have been selected to give extra coverage of the booming Do-It-Yourself motor market. Unipart items stocked at the Woolworth branches are oil filters, air filters, fan belts, thermostats and thermostat gaskets, contact sets, radiator caps and condensers.

The Unipart range of parts and accessories has been designed for the majority of popular British cars including Ford, Chrysler, Vauxhall and British Leyland. Unipart was introduced in 1969 and has grown to cover 80 product groups and 4,000 part numbers.

## Torque measure

Torquemaster is a high precision dial instrument working on the wrench principle. It measures and holds the maximum torque applied. Alternatively, by push-button operation, the instrument will register live the indicator moving with the load applied returning to zero when the load ceases. The range is very wide from a full dial 8 in pounds to maximum of 2,000 ft pounds as standard, while special instruments are available for measuring amounts in excess of this figure.

The Torquemaster can be used for two purposes: for direct assembly work or as a gauge for determining friction. Torquemaster is available from Precise Torque Ltd of Derby

## Jensen-Healey for free!

If you fancy a Jensen-Healey, then one of the cheapest ways to get hold of one (depending on how honest you are) is to enter a competition currently being run by STP. This is the first competition the company have run in this country, and 10 runners-up will receive £50 worth of free entertainment while there are also a further 50 rally jackets in STP colours.

So what do you have to do? Well, one vital ingredient to your entry is the ring from either an STP Oil Treatment can, or an STP Petrol Treatment can. Once thus equipped, you may then procure an entry form from your STP dealer and the basic idea is to guess the weight of a young blonde lady called either Jenny or Melinda (we're not told which). She's on the entry form and you're told her measurements so all that remains is to guess her weight. There is actually a little more work to be done but we'll leave that up to you. Good luck!

## Radbourne's filter

A fuel filter has been developed by, and is currently offered for sale, from Radbourne Accessories of Gorst Road, London, NW10. It is easily fitted by cutting the fuel line close to the carburettor, inserting the filter mechanism using a piece of plastic pipe as a connector, and this should remove all impurities from the petrol system say the manufacturers. The case is made of clear plastic and it will quickly be seen just how much "foreign" matter has been collected.

The filter sells very reasonably at 76p and is available at most accessory shops, but should be changed every 6,000 miles.



Lepp leads Mallock, Williams, Rajah and Purley in the Atlantic race.

## MALLORY PARK

# SuperHen breaks his duck

At last Brian Henton's done it, and very convincingly too! At Mallory Park last Sunday the self-styled Derby driver took his GRD to a fine win in the Lombard North Central race ahead of a very good field of the best in British F3. Following his fourth place at the British GP F3 race, this win will keep Henton in racing when he was on the point of giving up through lack of funds. The other main attraction of the day was a round of the BP Formula Atlantic championship which had rather a thin grid but featured a good scrap between John Nicholson's Lyncar and the Marches of Ray Mallock and David Purley. Nicholson won after Mallock and Purley touched at Devil's Elbow and then Mallock crashed at the hairpin on the last lap. The Hugley and District LCC organised the afternoon's sport very smoothly, getting through a tight schedule which started late after some errant F3s had to be swept up.

Alex Clesher seems to be spreading his talents wider than Croft these days and the dreaded Imp was brought to Mallory to sort out the other 1-litre in the MCD championship. Although not fastest in practice, there was never any doubt about the Northener's win, his lead growing larger and larger as the race progressed. Second place was much more intense, involving Ray Edge's Mini-Ford, Jeff Ward's Imp and Martin Sellicks in his Cooper S. Edge and Ward in particular battled keenly for second but the Imp's door had come adrift in the process, which brought out the black flag. Ward slowed, but so did Sellicks whose car had begun lapsing on to three cylinders at Gerards, while Edge, with the place in his pocket, found second instead of fourth gear, which led to a ventilated block, all on the same lap. So a surprised John Peachey-Austing found himself second in his Cooper S, a long way behind the winner but ahead of Gerry Taylor's Anglia, which had come up well from near the back of the grid. Neil Dineen's Longman Mini was fifth, not far behind Taylor and Mike Curnow's Cooper S, and once again won the 850 class with consummate ease.

The excellent Monoposto Formula made a welcome appearance at Mallory in a round of the Sta-Power championship which strangely only scores points on overall positions, giving the 1-litres no chance against the 1600s. On pole position was Trevor Scarratt, making a return after his early Brands Hatch crash in May with the rebuilt Brabham BT18. But it was Welshman John Davies in the ex-Paul Weldon BT15 who took the lead after a magnificent start, with Scarratt, Brian Jordan (Nike) and Alan Ballie (Viking Mk 1A) slotting in behind. These four rapidly drew away from the pack, with Scarratt using the superior power of his Phil Marks engine to take the lead along Stebbs Straight on lap three. Davies and Jordan stayed with him throughout. Davies in

particular gained a lot of time between the Essex and Devil's Elbow, but Ballie dropped back with handling problems after knocking a wing awry inadvertently against the Nike at the hairpin. At the flag it was Scarratt by 0.8 s from Davies, with Jordan only 0.2 s further back. The familiar face of Ken Crook was to be seen behind his old Lotus 41C winning the 1-litre class but having to make do with 10th overall.

The firm Group 1 race was definitely the better of the two, thanks mainly to the Hunter/Firenze/Mexico class. Birthday boy Bernard Unett was bounced by Barry Williams and others on the grid before the race started but even this did not render him incapable of taking his usual lead in the works Hunter GLS. However, as at Oulton the previous day, Tim Stock and Williams in their Firenzas never fell far behind. Stock in particular looking as though he might soon be the man to stop the Hunter's winning streak. There was less than a second in it at the finish. Fourth place brought together the Firenze of Derrick Brunt, Nigel Stoen-Bradford's Hunter, the Mexicos of Derek Wileman and Neil McGrath and Richard Scantlebury's Opel Ascona. Wileman retired with a cutting out engine, and McGrath's early lead was rudely reduced to last of the bunch before the end by which time Brunt just about had the upper hand. In the £1,050 class, Ivan Dutton once again had things all his own way in the Escort Sport, beating several Mexicos as well as Lee Nash who made an appearance at the helm of a Marina entered by the same Bill Shaw who once entered those Falcons for Roy Pierpoint and others in Group-whatever-it-was in those days. In fact, Nash had his work cut out to hold off Denis Bissell's Viva 1800.

John Sheldon's Royale and "Teleco's" March collided at the hairpin during practice for the Lombard F3 round, although neither was hurt. This caused delay and the need for an extra practice session. By the time it had all been sorted out, Mike Wilds was on pole with the Dempster Developments March 733 in a time of 46.4 s, a fifth quicker

## This week's colour centre

Group 2 saloon car racing at its best. Andy Rouse's Broadspeed Ford Escort RS heads Dennis Leech's 7-litre Ford Mustang, while Dave Brodie's Norman Reeves Escort tries an inside line over the marker cones during the Automotive Products Trophy race at Silverstone on July 24.

Photo: Peter Barn

**DUNLOP**  
**FORMULA 70**

**WIDE  
RADIALS  
WITH AQUAJETS**

**WILL THEY FIT YOUR CAR?**

ALFA ROMEO	1300, ALFASUD, ALFETTA, 1600 GTV, 2000 SPIDER, MONTREAL
ASTON MARTIN	DBS
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CITROEN	DOUBLE SIX & VANDEN PL
DAIMLER	SOVEREIGN 2.5 & 4.2
DATSON	All models except 2000 & 2400
FIAT	All models except 1200
FORD	ESCORT SPORT, 1200 1300 & 1600 All current CAPRIS CORTINA MKIII ZEPHYR & ZODIAC MKIII
HILLMAN	All current models except HUNTER GT
HONDA	NS008
HUMMER	SCEPTRE
JAGUAR	All current models
JENSEN	All current models (inc. JENSEN HEALEY)
LANCIA	All current models
LOTUS	SUPER SEVEN, EUROPA, EUROPA 1600 & 1800
MAZDA	1300 E ESTATE RX2
MERCEDES	200 E, 220 E, 200D E, 220D E, 230, 260 E, 280CE, 280E, 280SE, 280S E, 280SE E, 210SEL E, 280SEL, 300SEL E, 300SE
MG	BD & BG
MINI	All current models
MORRIS	All MARINA models
MORRIS	All MARINA models
NSU	1300 MKII
OPAL	1200C, RoED
PEUGEOT	All current models except KADETT 100 CARAVAN
PORSCHE	1200 CARAVAN & MERCORO CARAVAN
RELIANT	404, 504
RENAULT	All current models except SCIMITAR GTE
ROVER	125 SALOON, 13, 15, 2000, 2000TC, 3800, 3800S
SIMCA	All current models except 1301 ESTATE, 1501S ESTATE
SUNBEAM	All current models
TRIUMPH	All current models except 2.5PI E ESTATE and 1300 & 1300TC
VAUXHALL	All current models except COROLLA ESTATE
VOLKSWAGEN	CORONA 2000
VOLVO	CROWN CUSTOM ESTATE
WOLSELEY	All current models

For some high-performance cars which require VR-rated tyres, we make Formula 70 with a different tread pattern to the one illustrated. Your Dunlop Dealer will advise you whether you should fit this, the BP Sport Super.

This list includes most popular makes and models for which Dunlop Formula 70 radials are available. If your particular make and model is not on the list, consult your Dunlop Dealer who will be able to advise you on fittings.

than Ian Taylor's similar Baty Group car which was the same margin ahead of Brian Henton's GRD. Six drivers were timed at 47.0 s, being Tony Brise (March 733), Richard Roberts (GRD 373), Masami Kuwashima, Russell Wood and Mo Harness (March 733s) and Jose Espirito Santo (March 723). Brazilian hope Leonel Friedrich's chances were dashed again when his March 733 developed serious engine trouble in practice. Alan Jones in the DART GRD 373 was stuck back on the sixth row with a mishandling car.

Four abreast into Gerards on the first lap didn't come off, particularly for Richard Roberts, who spun collecting both the DART GRDs of Jones and Pedro Passadore and Nick Crossley's March 733. Roberts and the P & M March retired but the GRDs struggled pretty vainly to catch up the lost ground. In front, Wilds led from Henton, Taylor, Wood, Harness, Johnny Gerber's Brabham BT41, Brise and Kuwashima with Santo gradually being dropped in ninth place. Clearly Henton was anxious to take the lead, and after several attempts, he swept past Wilds into Gerards on lap 3, immediately opening up a slight gap. Taylor now began to challenge Wilds, but without the same success as Henton and the green GRD looked more and more like a winner as the two Marches argued over second. Taylor's many efforts never came off and he had to trail Wilds in by 0.2 s. Brise lost his clutch at the start, but it returned after a few laps, whereupon he began making up places in fine style, despite a nudge at the hairpin from Gerber's Brabham, which knocked one of the latter's front fins askew and cost him several places. Brise, on the other hand, succeeded in climbing up to fourth, with no time left to catch the Wilds/Taylor duo, and was followed through past Wood by Harness, the Chequered Flag March thus falling to sixth ahead of Gerber and Santo. Kuwashima retired near the end from a disappointing seventh without fifth gear. Silverstone winner Tony Rouff just kept his GRD 373 ahead of fellow American Matt Spitzley's March 713M for ninth, with Alan Jones despondently unable to overtake either of them.

Tony Lanfranchi won the second production saloon race in the ShellSport BMW 21, turning the tables on Lee Leeson's Camaro after Oulton Park. Stuart Graham's Camaro was not entered and John Lepp was not allowed to start in the Rothman's BMW because he was a late entry, so the president of the organising club, John Handley, was able to take third in the Roger Clark Alfa. The only excitement was provided by a struggle between the Capri of John Brindley and Nick Faure, and Bill McGovern's insertion of his Kinson Motors Moskvich into the Gerards bank.

Only a few Formula Atlantics turned up for the BP race, the considerable expense which these cars now entail discouraging several entrants from racing outside the well-

endowed Yellow Pages rounds. John Lepp secured pole position for his Central Garage (Mirfield) Chevron B25 which has benefited considerably from some new Derek Bennett tweaks from F2 so that the Altrincham jeweller was timed 0.2 s under the lap record, yet disclaimed all responsibility, attributing the greatest speed to John Nicholson's Lyncar, which was the first of three cars to equal the record at 44.0 s. The others were Cyd Williams in a new Graham Eden-entered Brabham BT40 and Ray Mallock's March 712M/73B. David Purley managed very little practice in the LEC March 722 before the throttle cable snapped and left him at the back of the grid. Missing were Ken Bailey's March 722, which had broken an irreparable drive-shaft, and Geoff Friswell, who damaged a couple of wheels at the hairpin on the warming-up lap which took place in a shower.

By the time the flag fell, it was dry again and Nicholson led Williams, Lepp and Mallock into Gerards, while Purley sorted out the rest. It took Mallock three laps to find ways past the Brabham and Chevron between him and the leader, by which time Purley had caught him up. The unhappy Lepp had to pull into the pits with a detached brake pipe at the end of that third lap. Slowly but surely the two Marches raced in the Lyncar until there was less than a second covering all three. Mallock's efforts to pass were thwarted by the extra power of Nicholson's engine and the way in which the Lyncar grew wider on the corners. On lap 15, Purley made a bid to pass Mallock round the outside of Devil's Elbow but the latter ran a little wide, making contact and causing Purley to have a very twitchy moment which he controlled brilliantly. This dropped the LEC car right back, but Mallock was still pressing Nicholson very hard without success. His final effort was made at the hairpin for the last time, but it didn't come off and the March retired with a very bent front end. So Purley got his second place, while Williams was a lonely third. Sonny Rajah, making his last appearance in this country before returning to Singapore due to lack of funds, took a good fourth in his March 73B after holding off the hotly pressing Stan Matthews (March 73B) and Peter Wardle (Surtees TS15) throughout the race. Nicholson, Purley and Mallock all equalled the lap record.

The second MCD special saloon race included the exciting G2 Datsun Sunny, running in the 1300 class for Moto Kitano, and dominating it. Tony Haslewood had his DAF well wound up before the flag fell, which gave him the lead but also a 10 s penalty so that his win on the road was fourth in the results. Behind him, Tony Sugden's Escort TC was perpetually harassed by Kitano in the nimble Sunny, while Tony Ward's Anglia t/c was right in there too, having led the Japanese car for the first few laps. Sugden

held on to "win" by 1.6 s from Kitano with Mann 0.2 s behind the Datsun.

Unfortunately there weren't enough ShellSport Mexicos to give Kitano one, although he had qualified to run in the race which was the first of its type at Mallory. Brian Henton, Tony Sugden and Cyd Williams drew the front row of the grid with Jane Purley (David's better half) and our own, our very own, your actual Ian Phillips on the second row. But it wasn't going to be an unhappy birthday for Bernard Unett, and from the third row he was into second behind Cyd after one lap, and leading by a very silly margin after one more. Taking advantage of the Hunter GLS engine installed between the one minute signal and the fall of the flag, Unett powered away into the distance to win by over eight seconds. Like the loyal company man he is, he did his lap of honour in the Hunter. Until the single-seater men sorted themselves out on road tyres with a roof (not Tony) over their heads, it looked like Ivan Dutton for second from the fourth row. But Messrs Taylor and Purley (the former from the fifth row) were settling down well, while John Davies presumably felt he was back at Llandow again as he charged through the pack to fourth. On the run in to the line Taylor gave Purley his second taste of the Devil's underwear, with some nudge, nudge; elbow, elbow which kept Purley third — say no more! With apologies to Monty Python, Mrs P (does she prefer a Sport?) was a game last but far from disgraced while our man Phillips was 10th, one place ahead of Superher, despite using his machine as a lawn mower Phillips for F3.

## IAN TITCHMARSH

**MCD Special Saloon Championship** round (10 laps):  
1. Alan Cocker (1.0 Mini-Mex 1973); 2. 9 m 12.0 s;  
3. 8.0 mph; 4. John Peacher Austin (1.0 Mini-Cooper S);  
5. 9 m 41.8 s; 6. Gerry Taylor (1.0 Ford Anglia); 7. 9 m  
46.4 s; 8. 4. Mike Curran (1.0 Mini-Cooper S); 9. 9 m  
47.4 s.

1.011 to 1300 cc class: 1. Cocker, 9.04 mph; 2.

Peacher Austin; 3. Taylor Peacher; 4. Cocker, 34.2 s; 5.

9.67 mph.

Up to 1300 cc class: 1. Neil Dineen (1.0 Mini);

6.252 mph; 2. Alan King (1968 mini); 3. Mike Blyth

8.49 win; 4. Peacher; 5. Dineen; 6.73 s; 8.47 mph (equally record).

**ShellSport Mexicos Formula Championship** round (12 laps): 1. Trevor Scarratt (1.0 Graham-Peiris);  
2. Paul Maitlis; 3. 10 m 7.4 s; 4. 51 mph; 5. John Davies  
12.4 mph; 6. Brian Jordan (1.0 Vauxhall-Ford Mk 1A); 7. 10 m 3.4 s;  
8. Alan Bell (1.0 Vauxhall-Ford Mk 1A); 9. 10 m  
7.4 s.

1.001 to 1300 cc class: 1. Scarratt, 9.81 mph; 2.

Davies; 3. Maitlis; 4. Scarratt; 5. Davies; 6. Jordan, 45.0 s; 7. 18.16 mph.

Up to 1300 cc class: 1. Ken Great (1.0 Lotus-PME/ Ford 110); 8.20 mph; 2. Eddie Herbst (1.0 Mini-Mossmoor/Ford Mk 1); 3. John Lancaster (1.0 JCM Ford Mk 1); 4. Peacher; 5. Great; 5.23 mph.

**Central Production 24-sea Champ engine** round (10 laps): 1. Bernard Unett (1.0 Mini Hunter); 2. 12 m 15.8 s; 3. 21.26 mph; 4. Tim Stock (1.0 Vauxhall-Ford 1300SL); 12 m 16.8 s; 5. Tony Williams (2.0 Vauxhall-Ford 1300SL); 12 m 19.6 s; 6. Doreen Brunt (2.0 Vauxhall-Ford 1300SL); 12 m 20.6 s;

1.001 to 1300 cc class: 1. Unett; 2. Stock; 3. Williams; 4. Peacher; 5. Unett; 1 m 0.4 s; 6. 50.40 mph (record).

1.001 to 1300 cc class: 1. Ivan Dutton (1.0 Ford Escort Sport); 2. 1.001 mph; 2. Morris Morris-Coupe; 3. Don Russell (1.0 Vauxhall Viva); 4. Peacher; 5. Dutton; 1 m 3.8 s; 6. 18.16 mph (record);

**Lumber North Central Formula 3 Championship** round (10 laps): 1. 8.45 Henton (GRD-Holby 73);

1.5 m 45.0 s; 2. 10.24 mph; 3. 1.5 m 46.0 s; 4. 1.5 m 47.0 s; 5. 1.5 m 48.0 s; 6. 1.5 m 49.0 s; 7. 1.5 m 50.0 s; 8. 1.5 m 51.0 s; 9. 1.5 m 52.0 s; 10. 1.5 m 53.0 s; 11. 1.5 m 54.0 s; 12. 1.5 m 55.0 s; 13. 1.5 m 56.0 s; 14. 1.5 m 57.0 s; 15. 1.5 m 58.0 s; 16. 1.5 m 59.0 s; 17. 1.5 m 60.0 s; 18. 1.5 m 61.0 s; 19. 1.5 m 62.0 s; 20. 1.5 m 63.0 s; 21. 1.5 m 64.0 s; 22. 1.5 m 65.0 s; 23. 1.5 m 66.0 s; 24. 1.5 m 67.0 s; 25. 1.5 m 68.0 s; 26. 1.5 m 69.0 s; 27. 1.5 m 70.0 s; 28. 1.5 m 71.0 s; 29. 1.5 m 72.0 s; 30. 1.5 m 73.0 s; 31. 1.5 m 74.0 s; 32. 1.5 m 75.0 s; 33. 1.5 m 76.0 s; 34. 1.5 m 77.0 s; 35. 1.5 m 78.0 s; 36. 1.5 m 79.0 s; 37. 1.5 m 80.0 s; 38. 1.5 m 81.0 s; 39. 1.5 m 82.0 s; 40. 1.5 m 83.0 s; 41. 1.5 m 84.0 s; 42. 1.5 m 85.0 s; 43. 1.5 m 86.0 s; 44. 1.5 m 87.0 s; 45. 1.5 m 88.0 s; 46. 1.5 m 89.0 s; 47. 1.5 m 90.0 s; 48. 1.5 m 91.0 s; 49. 1.5 m 92.0 s; 50. 1.5 m 93.0 s; 51. 1.5 m 94.0 s; 52. 1.5 m 95.0 s; 53. 1.5 m 96.0 s; 54. 1.5 m 97.0 s; 55. 1.5 m 98.0 s; 56. 1.5 m 99.0 s; 57. 1.5 m 100.0 s; 58. 1.5 m 101.0 s; 59. 1.5 m 102.0 s; 60. 1.5 m 103.0 s; 61. 1.5 m 104.0 s; 62. 1.5 m 105.0 s; 63. 1.5 m 106.0 s; 64. 1.5 m 107.0 s; 65. 1.5 m 108.0 s; 66. 1.5 m 109.0 s; 67. 1.5 m 110.0 s; 68. 1.5 m 111.0 s; 69. 1.5 m 112.0 s; 70. 1.5 m 113.0 s; 71. 1.5 m 114.0 s; 72. 1.5 m 115.0 s; 73. 1.5 m 116.0 s; 74. 1.5 m 117.0 s; 75. 1.5 m 118.0 s; 76. 1.5 m 119.0 s; 77. 1.5 m 120.0 s; 78. 1.5 m 121.0 s; 79. 1.5 m 122.0 s; 80. 1.5 m 123.0 s; 81. 1.5 m 124.0 s; 82. 1.5 m 125.0 s; 83. 1.5 m 126.0 s; 84. 1.5 m 127.0 s; 85. 1.5 m 128.0 s; 86. 1.5 m 129.0 s; 87. 1.5 m 130.0 s; 88. 1.5 m 131.0 s; 89. 1.5 m 132.0 s; 90. 1.5 m 133.0 s; 91. 1.5 m 134.0 s; 92. 1.5 m 135.0 s; 93. 1.5 m 136.0 s; 94. 1.5 m 137.0 s; 95. 1.5 m 138.0 s; 96. 1.5 m 139.0 s; 97. 1.5 m 140.0 s; 98. 1.5 m 141.0 s; 99. 1.5 m 142.0 s; 100. 1.5 m 143.0 s; 101. 1.5 m 144.0 s; 102. 1.5 m 145.0 s; 103. 1.5 m 146.0 s; 104. 1.5 m 147.0 s; 105. 1.5 m 148.0 s; 106. 1.5 m 149.0 s; 107. 1.5 m 150.0 s; 108. 1.5 m 151.0 s; 109. 1.5 m 152.0 s; 110. 1.5 m 153.0 s; 111. 1.5 m 154.0 s; 112. 1.5 m 155.0 s; 113. 1.5 m 156.0 s; 114. 1.5 m 157.0 s; 115. 1.5 m 158.0 s; 116. 1.5 m 159.0 s; 117. 1.5 m 160.0 s; 118. 1.5 m 161.0 s; 119. 1.5 m 162.0 s; 120. 1.5 m 163.0 s; 121. 1.5 m 164.0 s; 122. 1.5 m 165.0 s; 123. 1.5 m 166.0 s; 124. 1.5 m 167.0 s; 125. 1.5 m 168.0 s; 126. 1.5 m 169.0 s; 127. 1.5 m 170.0 s; 128. 1.5 m 171.0 s; 129. 1.5 m 172.0 s; 130. 1.5 m 173.0 s; 131. 1.5 m 174.0 s; 132. 1.5 m 175.0 s; 133. 1.5 m 176.0 s; 134. 1.5 m 177.0 s; 135. 1.5 m 178.0 s; 136. 1.5 m 179.0 s; 137. 1.5 m 180.0 s; 138. 1.5 m 181.0 s; 139. 1.5 m 182.0 s; 140. 1.5 m 183.0 s; 141. 1.5 m 184.0 s; 142. 1.5 m 185.0 s; 143. 1.5 m 186.0 s; 144. 1.5 m 187.0 s; 145. 1.5 m 188.0 s; 146. 1.5 m 189.0 s; 147. 1.5 m 190.0 s; 148. 1.5 m 191.0 s; 149. 1.5 m 192.0 s; 150. 1.5 m 193.0 s; 151. 1.5 m 194.0 s; 152. 1.5 m 195.0 s; 153. 1.5 m 196.0 s; 154. 1.5 m 197.0 s; 155. 1.5 m 198.0 s; 156. 1.5 m 199.0 s; 157. 1.5 m 200.0 s; 158. 1.5 m 201.0 s; 159. 1.5 m 202.0 s; 160. 1.5 m 203.0 s; 161. 1.5 m 204.0 s; 162. 1.5 m 205.0 s; 163. 1.5 m 206.0 s; 164. 1.5 m 207.0 s; 165. 1.5 m 208.0 s; 166. 1.5 m 209.0 s; 167. 1.5 m 210.0 s; 168. 1.5 m 211.0 s; 169. 1.5 m 212.0 s; 170. 1.5 m 213.0 s; 171. 1.5 m 214.0 s; 172. 1.5 m 215.0 s; 173. 1.5 m 216.0 s; 174. 1.5 m 217.0 s; 175. 1.5 m 218.0 s; 176. 1.5 m 219.0 s; 177. 1.5 m 220.0 s; 178. 1.5 m 221.0 s; 179. 1.5 m 222.0 s; 180. 1.5 m 223.0 s; 181. 1.5 m 224.0 s; 182. 1.5 m 225.0 s; 183. 1.5 m 226.0 s; 184. 1.5 m 227.0 s; 185. 1.5 m 228.0 s; 186. 1.5 m 229.0 s; 187. 1.5 m 230.0 s; 188. 1.5 m 231.0 s; 189. 1.5 m 232.0 s; 190. 1.5 m 233.0 s; 191. 1.5 m 234.0 s; 192. 1.5 m 235.0 s; 193. 1.5 m 236.0 s; 194. 1.5 m 237.0 s; 195. 1.5 m 238.0 s; 196. 1.5 m 239.0 s; 197. 1.5 m 240.0 s; 198. 1.5 m 241.0 s; 199. 1.5 m 242.0 s; 200. 1.5 m 243.0 s; 201. 1.5 m 244.0 s; 202. 1.5 m 245.0 s; 203. 1.5 m 246.0 s; 204. 1.5 m 247.0 s; 205. 1.5 m 248.0 s; 206. 1.5 m 249.0 s; 207. 1.5 m 250.0 s; 208. 1.5 m 251.0 s; 209. 1.5 m 252.0 s; 210. 1.5 m 253.0 s; 211. 1.5 m 254.0 s; 212. 1.5 m 255.0 s; 213. 1.5 m 256.0 s; 214. 1.5 m 257.0 s; 215. 1.5 m 258.0 s; 216. 1.5 m 259.0 s; 217. 1.5 m 260.0 s; 218. 1.5 m 261.0 s; 219. 1.5 m 262.0 s; 220. 1.5 m 263.0 s; 221. 1.5 m 264.0 s; 222. 1.5 m 265.0 s; 223. 1.5 m 266.0 s; 224. 1.5 m 267.0 s; 225. 1.5 m 268.0 s; 226. 1.5 m 269.0 s; 227. 1.5 m 270.0 s; 228. 1.5 m 271.0 s; 229. 1.5 m 272.0 s; 230. 1.5 m 273.0 s; 231. 1.5 m 274.0 s; 232. 1.5 m 275.0 s; 233. 1.5 m 276.0 s; 234. 1.5 m 277.0 s; 235. 1.5 m 278.0 s; 236. 1.5 m 279.0 s; 237. 1.5 m 280.0 s; 238. 1.5 m 281.0 s; 239. 1.5 m 282.0 s; 240. 1.5 m 283.0 s; 241. 1.5 m 284.0 s; 242. 1.5 m 2

# PURE TVR-TV

The days were when a TVR was in fact a Smith-TVR or a Jones-TVR, or an anyone-who-had-the-courage-to-put-one-together-TVR. Those were the good old pre-VAT days.

Nowadays TVRs are TVR-TVRs. Pure, unadulterated TVRs.

Made-and-assembled-with-love-care-in-our-own-factory-TVRs.

Seriously though, now kit cars are no longer made at our factory, we have rationalised our efforts to produce car which will be built over the next two seasons.

The result is that we'll be able to produce nine cars-a-week with the maximum. So we'll have plenty of time to lavish your exclusive specification with all the love and attention that it will need to give you its best.

The TVR 3000M will give you the superb performance and handling that only you would expect from it; and for mile, after mile, after mile.

And those miles will be spent in the quiet comfort that only cubic centimetres can bring.

There are no 'extras' to budget for with the TVR 3000M. Everything is standard - from the distinctive alloy wheels to the top quality radio.

But of course it's what you can't see that counts. Our 3000M comes with a host of extras, although that still won't



Engineering Limited, Bristol Avenue, Blackpool, FY2 0JF, England

Since I last visited the TVR factory at Blackpool, much progress has been made. Previously, the small modern works, though efficient, did not give sufficient space for glassfibre body construction, which took place inconveniently in truly rural surroundings elsewhere. Now, a large extension has been built and no time is wasted in moving assemblies between different workshops.

TVR, headed by Martin Lilley, are out to prove that a small firm, by modern standards, can be as efficient as a big one. Actually, the Blackpool factory has an area of 40,000 sq ft, which is ample for the present programme and even for a moderate increase, though the intention is that the TVR shall always be a hand-built car. The total workforce is 73 people, including office staff, and the production is 450 cars per annum. This is an astonishing result and proves that everybody concerned is pulling his, or her, weight.

Some manufacturers of specialist sports cars are frightened to try the more difficult foreign markets. TVR aim to sell their cars to real enthusiasts all over the world and are being very successful in the USA, which has more extreme safety and pollution requirements than any other country.

In order to rationalise production, all chassis and bodies are interchangeable, whether for right-hand or left-hand drive. The Ford V6 engine of 3-litre capacity is standardised for all markets except the USA, where a special anti-pollution version of the Triumph 2.6-litre in-line six, fitted with carburettors for this application, is used. Again, these engines are interchangeable.

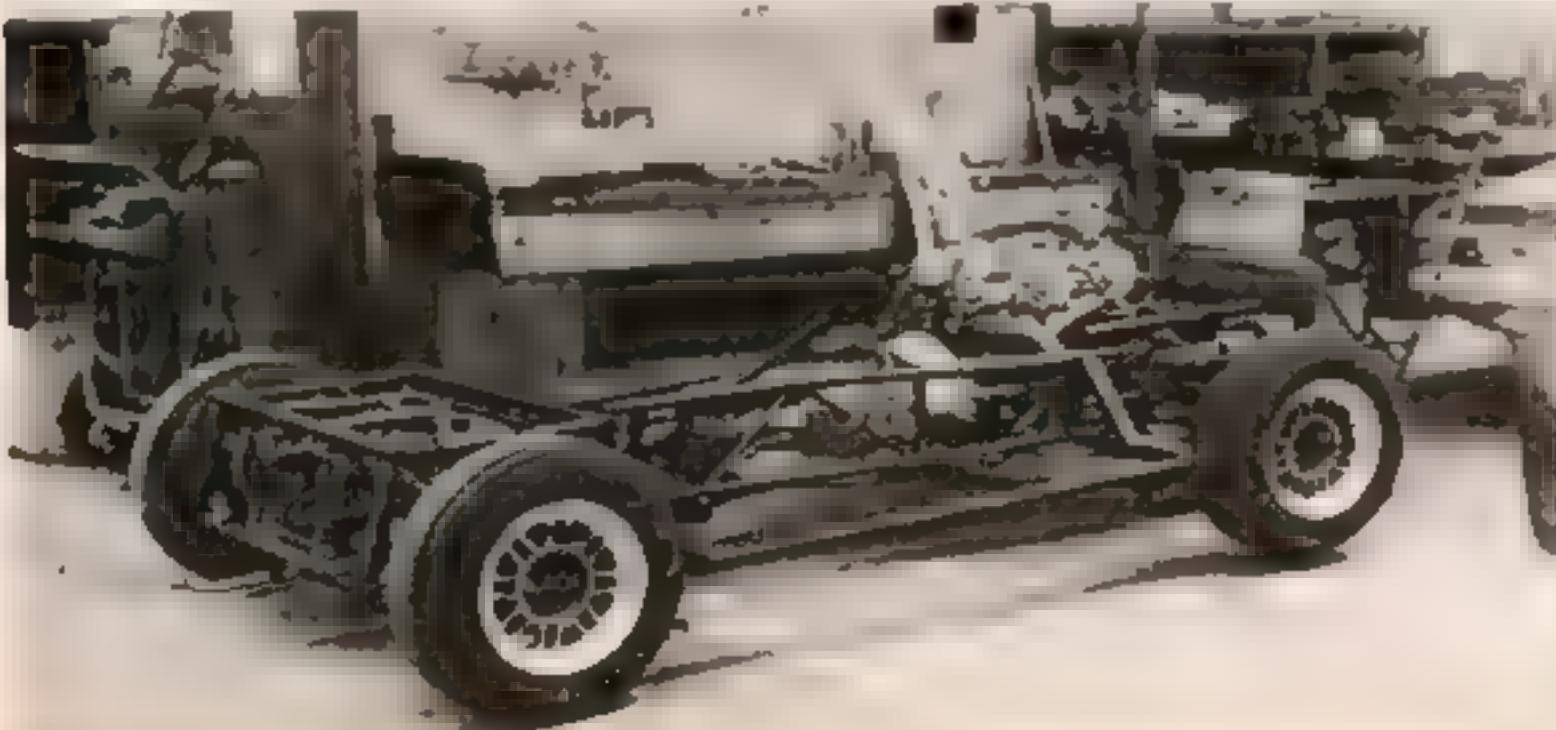
A new chassis frame has recently been designed by Michael Bigland and though it follows the same basic principles as the previous frame it is both more rigid and easier to construct. The chassis are assembled on jigs with CO<sub>2</sub> welding at the joints. The four main tubes are of round section but some square pieces are used, notably for the short uprights.

There are no moisture traps anywhere on the chassis and they are painted all over with Bostik underseal before the bodies are put on. A residue of oil is left inside the tubes and their ends are sealed, making corrosion impossible. The suspension parts are of TVR manufacture and it is the policy of the firm to make everything they can in their own factory. Those parts which are obtained outside are held in unusually large quantities, as an insurance against disruption of production flow by any supply problems.

The glassfibre bodies are constructed on moulds and then go twice through the oven, in which they reach a far higher temperature than they will ever experience in tropical sunshine. This inevitably releases some bubbles which are dug out, filled, and hand finished. There is a great deal of skilled hand work in glassfibre body construction, but the team have been at it for years and are real experts in their own domain.

It is considered that specialists should be employed in every field, and a high sense of involvement in the building of the cars is obvious when one chats to the men. As Martin

The new chassis, designed by Michael Bigland, is more rigid and of simpler construction



# A visit to TVR

By JOHN BOLSTER



Bodies taking form in the moulding stage of manufacture.



Completed TVRs—of which 60 per cent are exported, mostly to the USA.

Lilley said, "The car is as good as the people who put it together," and with a hand-built vehicle this is certainly true.

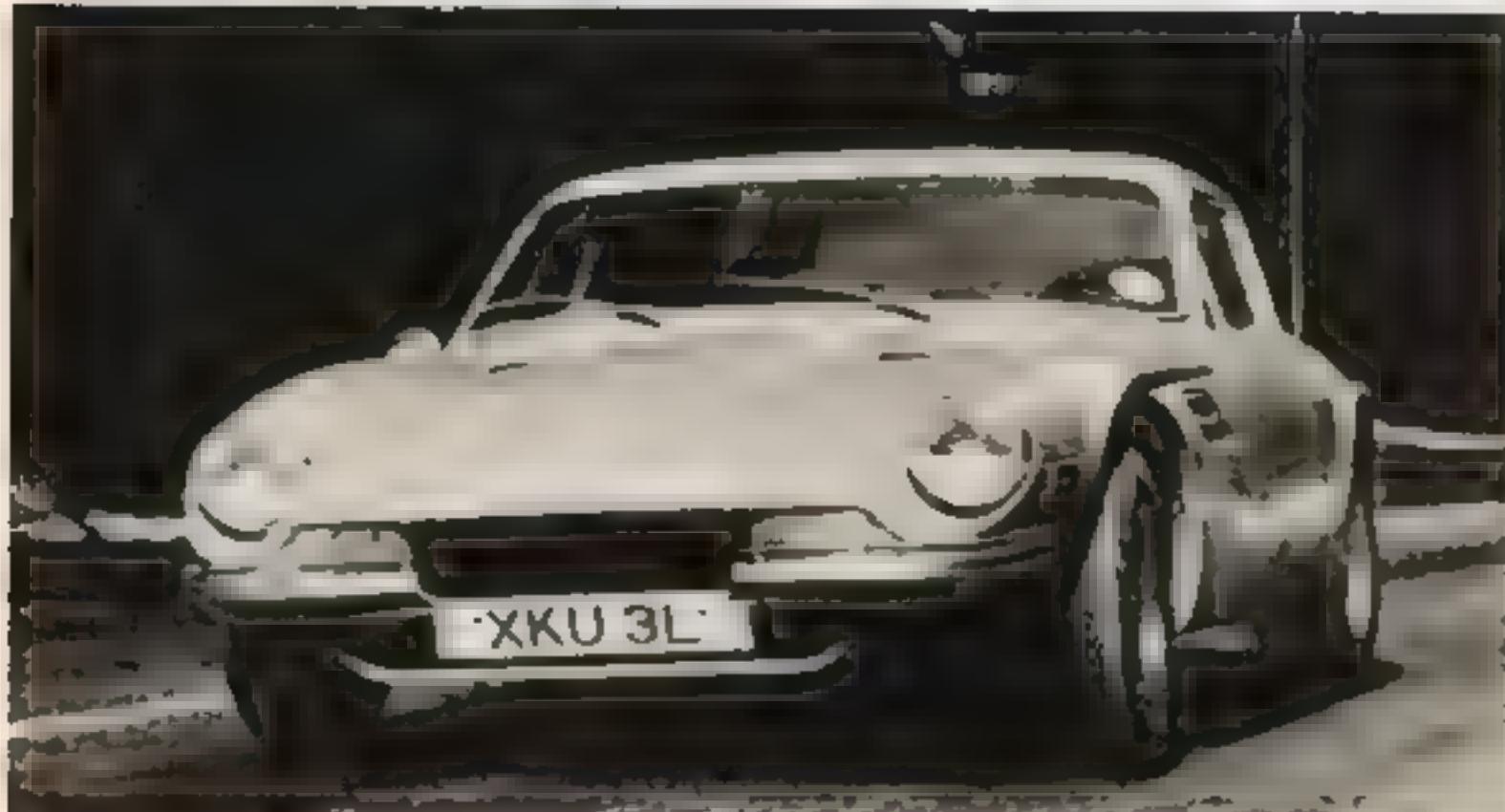
When the bodies are released from the moulds, they are mounted on chassis, but these are not the ones they will eventually clothe, though they are identical except for the large castors on which they are moved. It is curious that the fine gloss finish given by the moulds

must be laboriously rubbed down, to provide a key for the paint. The bodies are still on the slave chassis when they are painted, a process which is carried out under strictly controlled conditions and with the complete exclusion of dust. The bodies are finally finished before they meet up with their own chassis, which are by then running on their own wheels and capable of being driven.

The light-alloy wheels have hitherto been bought outside, but now TVR are to manufacture their own. The machine shop is also to be re-equipped, again with the object of making more and more of the car in the factory. Incidentally, these really are all-British vehicles as no foreign parts are used.

Over 60 per cent of the production is going abroad and though the USA is still the best market, Britain's entry into the EEC has caused a useful expansion in European sales. There are now active concessionaires in Holland, Germany, and Spain, while the appointment of a French agent is being negotiated.

In England, there is now no purchase tax loophole as there used to be, and the products of the smaller manufacturers are liable for car tax and VAT. As the specialist car is no longer cheap, it must be at least as well made and finished as those produced by the industrial giants. Given that quality, there will always be a demand for something really different—a car none of the neighbours has got. Automation may be wonderful but there is a lot to be said for British craftsmanship.



Roadholding and handling of a very high order are the outstanding features of the TVR.

## Tough TVR; excellent road holding, but noisy

There has been a remarkable continuity in the story of the TVR. In its fairly long history, the firm has changed ownership more than once but the product has always been a sports two-seater coupé of compact overall dimensions. Furthermore, the construction is still based on a multi-tubular backbone, enveloped in a glassfibre body.

Of recent years, the TVR has been aimed at a wealthier clientele. Gone are the days of the kit-car, the smaller-engined four-cylinder models also having been abandoned. A single chassis has been standardised, with a new and stronger tubular frame, which carries a Triumph straight six engine for the American market and a Ford V6 in England. The Ford unit does not satisfy USA pollution requirements but is approved for the European markets.

The 3-litre Ford engine has its own gearbox, with improved staging of the ratios. The short propeller shaft is coupled to a Triumph hypoid unit, which is lower geared (higher numerical ratio) than the Capri rear axle, but the bigger tyres of the TVR make the effective gearing virtually identical. The driveshafts to the rear hubs have plain splines, as there is very little telescopic movement.

Wishbone rear suspension is used, the tubular links incorporating a screw adjustment for tracking and shims for camber setting. The LM25 light-alloy uprights carry the outboard rear brakes, the suspension medium being coil springs with telescopic dampers. A rigid tubular box contains the hypoid unit and carries the inboard pivots of the wishbones. For the ultimate in road-holding, a wishbone rear end is ideal, but the assembly necessarily detracts from possible luggage space. This disadvantage is reduced by placing the large spare wheel in front of the engine, above the radiator. A crankshaft-driven fan is aided by an auxiliary electric component ahead of the matrix.

In front, the suspension is again by tubular wishbones and coil springs, with rack and

pinion steering. The servo-assisted brakes, with discs in front and drums behind, are by Girling. The body is of glassfibre construction of the highest quality, doubly heat-cured and using Class I fire-resistant resin. The chassis being abnormally rigid, the body is pulled down on to it without being asked to contribute to the stiffness of the structure.

The body is a two-seater with luggage space and at present it is not too easy to load heavy suitcases past the two bucket seats with headrests. It is intended that production cars shall have an opening rear window for this purpose, rather like the Jensen, the present folding roof is also to be replaced by a detachable flush panel. The equipment is particularly lavish, such things

The body is a two-seater with luggage space but production cars should have an opening rear window for this purpose.



as the radio and the heated rear window being standard.

Compared with the Capri, which has the same engine, the TVR, being only a two-seater, is naturally lighter. It also has a 3 in lower roofline, so the frontal area is less, but its greatest advantage is the shape of the nose, which gives a far easier penetration than the high, square front-end of the Ford. These things add up to a 5 mph gain in maximum speed and better acceleration all the way up the scale.

Though the doors are not particularly wide and the seats are low, it is reasonably easy to get into the car and the driving position is excellent, with a good all-round view. The pedals are properly arranged for heel and toe and all the controls are well placed. The acceleration is very vivid when the gears are used, but the TVR also picks up rapidly in top gear from quite low speeds. The lively top gear performance and flexibility add greatly to the pleasure of driving.

There is plenty of thick padding to reduce under-bonnet sounds and the car is outstandingly quiet mechanically. There is a deep and subdued rumble from the exhaust, but this is not noticeable inside the car; the level of road and tyre noise is also remarkably low.

It is therefore a pity that the level of wind noise at high speeds is objectionably elevated. At an easy cruising speed of 110 mph, the wind drowns all other sounds. Much of this will disappear when the flush roof panel is fitted but the window channels also require modification. My other complaint concerns the ventilation, for the well-placed eyeball vents give a very inadequate delivery of breathing air.

Roadholding and handling of a very high order are the outstanding features of the TVR. The cornering power is so high that one goes faster and faster through the bends as courage is gained. The ride is by no means soft but the general comfort is very satisfactory. Perhaps some owners might prefer more yielding seats, though they give good lateral location.

In spite of the short wheelbase, the stability at maximum speed is truly excellent. Neither bumps nor gusts of wind deflect the car, which makes a long journey pleasant and untroubling. On sharp corners it is, of course, possible to bring the tail out under power, but in all other circumstances, the rear wheels seem glued to the road.

# Road test

With a high maximum speed, outstanding acceleration, and roadholding which encourages one to exercise the full performance, the brakes are inevitably called upon to do a great deal of work. They never showed any sign of wilting, however hard I drove, and the characteristics of the suspension enabled their full power to be used without any judder.

The TVR 3000M is the best car which its makers have ever produced. It is a direct competitor with the Datsun 240Z, which is the world's best-selling sports car; indeed, it probably has a slight edge on the Japanese car as regards performance figures. It is one of the few European sports cars to comply with all the USA regulations and is the only car so far to remain steerable after the 30 mph crash test at MIRA. It is an immensely strong vehicle and it is totally immune from corrosion, thanks to its method of construction.

These are practical virtues, and so is the surprisingly moderate fuel consumption, but above all this is a real sports car that is a delight to drive—a driver's car if ever there was one.

## SPECIFICATION AND PERFORMANCE DATA

Car tested: TVR 3000M sports two-seater coupe, price £2464 including car tax and VAT

Engine: 90.97 mm x 72.41 mm (2994 cc). Compression ratio 8.9 to 1. 142 bhp (net) at 5000 rpm. Pushrod-operated overhead valves. Weber twin-choke down-draught carburetor.

Transmission: Single dry plate clutch. 4-speed all-synchronous gearbox with central change, ratios 1.0, 1.41, 2.05 and 3.16 to 1. Hypoid final drive, ratio 3.45 to 1.

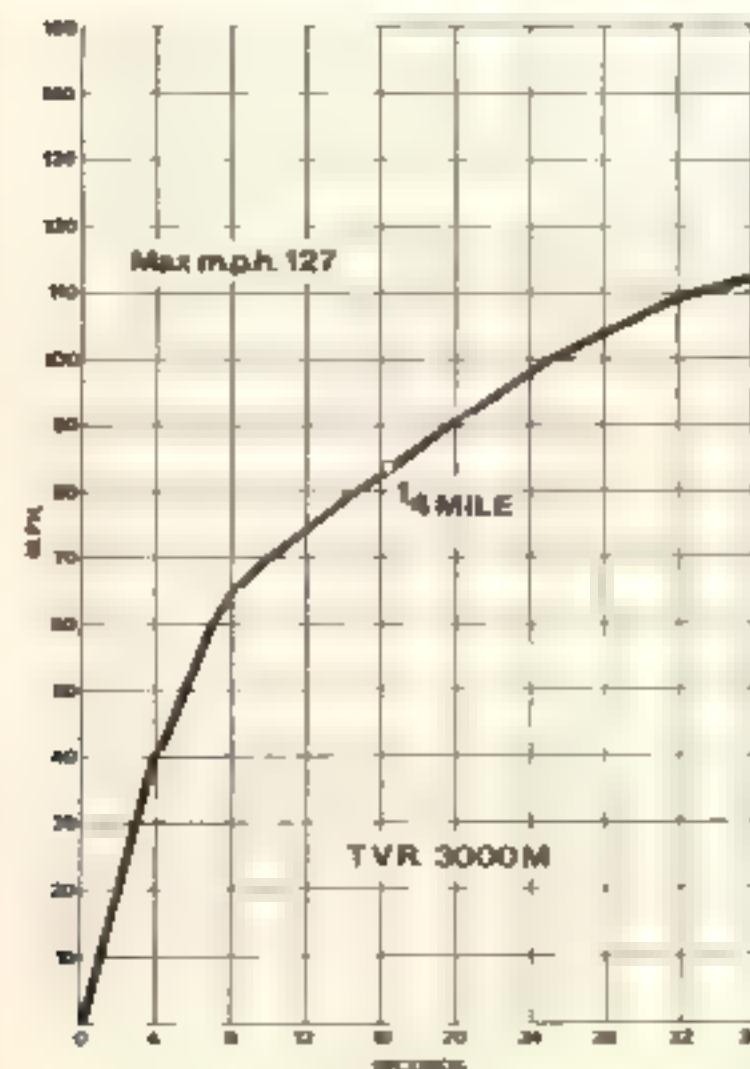
Chassis: Multi-tubular steel backbone chassis. Independent suspension front and rear by double wishbones, coil springs, and Armstrong telescopic dampers. Rack and pinion steering. Girling servo assisted disc front and drum rear brakes. Aluminium alloy wheels fitted 185/14 HR rad. x 8J tyres.

Equipment: 12-volt lighting and starting. Speedometer. Rev counter. Oil-pressure, water-tempo, alarm, and fuel gauge. Voltmeter. Two-speed wiper and washer. Heating, demisting, and vent system with heated rear window. Reversing light. Flushing direction indicators with hazard warning. Clear lighter. Radio. Sunshade roof.

Dimensions: Wheelbase 7 ft. 8 in. Track 4 ft. 3 in. Overall length 12 ft. 10 in. Width 5 ft. 4 in. Weight 1 ton approximatly.

Performance: Maximum speed 127 mph. Roads 16 gears. Third 91 mph. Second 65 mph. First 41 mph. Standing quarter-mile, 16.2 s. Acceleration 0-30 mph 2.9 s. 0-60 mph 3.6 s. 0-80 mph, 7.2 s. 0-100 mph, 14.2 s. 0-120 mph 25.0 s.

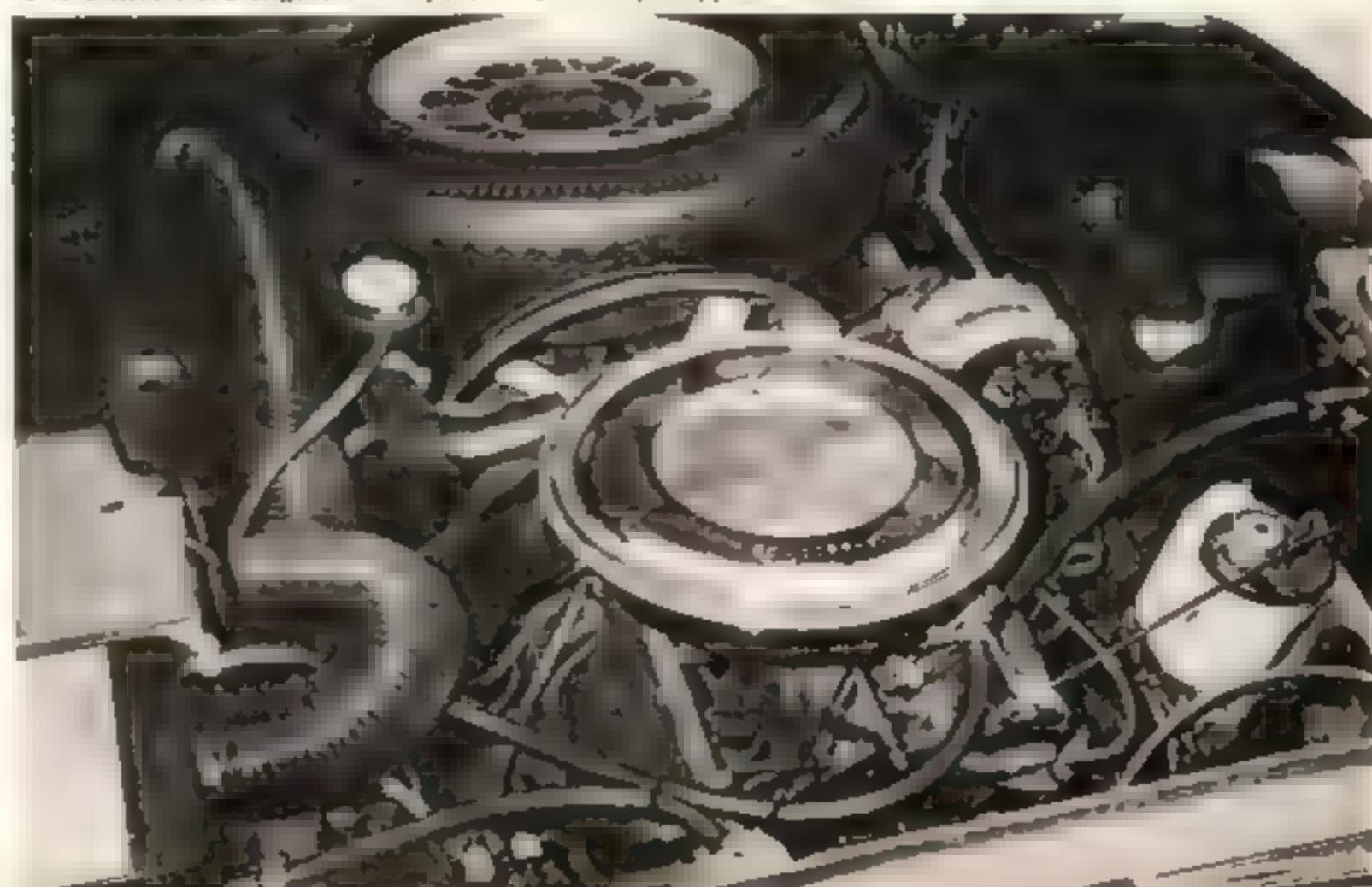
Fuel consumption: 20-25 mpg.



The driving position (above) is excellent with all the controls well placed, although the vents give a very inadequate delivery of air. In spite of the short wheelbase, stability at maximum speeds is truly excellent, neither bumps nor wind gusts deflecting the car.



The 3-litre Ford engine is coupled to a Triumph hypoid unit.



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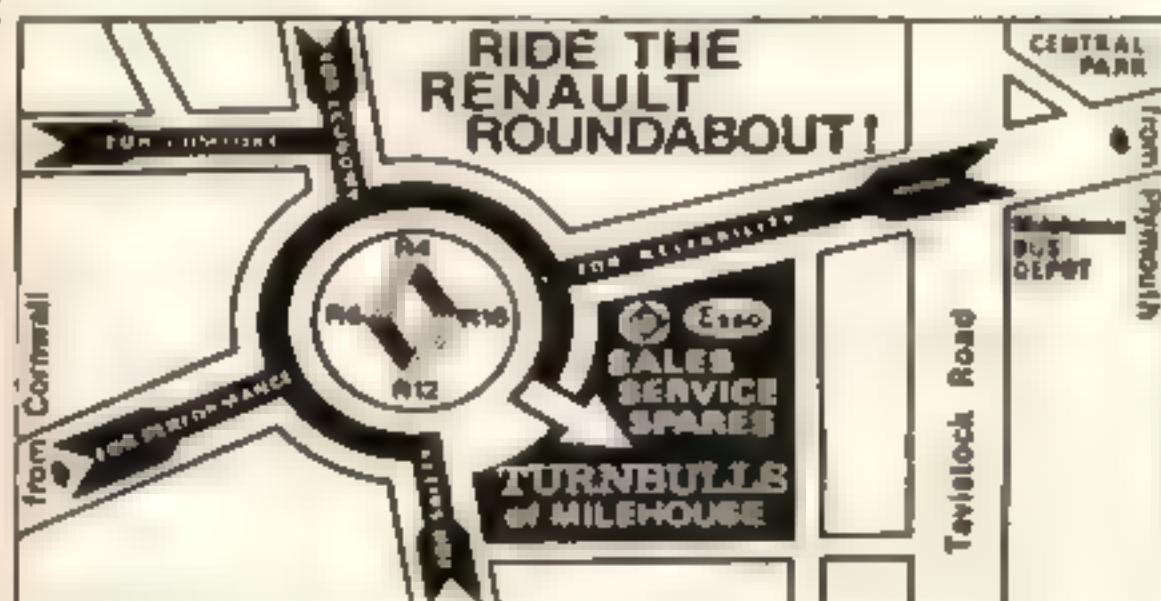
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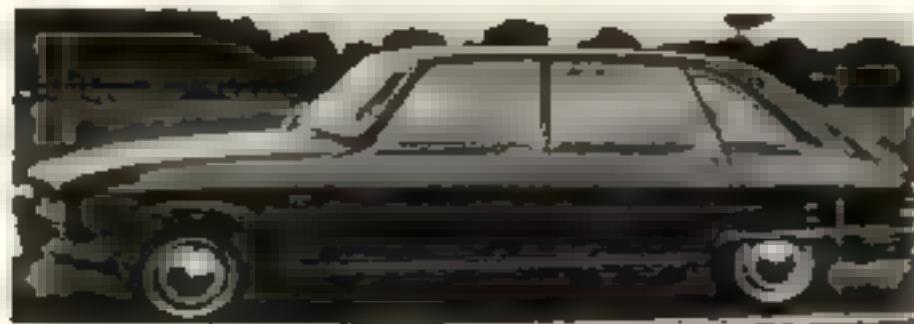
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# Yet another win for Clark

In predictable fashion Roger Clark notched up yet another hat-trick at the weekend when he won the 55 Car Club's Hackle Rally for the third year in a row. At the finish he was over two minutes ahead of Andrew Cowan and nearly four minutes in front of Tony Fowkes in third place. Some 148 cars entered the National event which counted towards both the RAC Championship and the Shell-Scotamas Championship. Supported by Shell and Hepburn and Ross, the event was based in Dundee this year and the first car left the start at 8 am on the morning of Saturday, July 21.

First car off was not surprisingly the Esso Uniflo RS of Roger Clark/Jim Porter and it was followed by the Mogil Motors RS of Andrew Cowan/Ross Finlay. Nobody was surprised that Shekhar Mehta was not around to fill the number three spot, so next down the ramp was the Porsche Carrera of Jack Tordoff/Brian Merchant. Bill Taylor/Ian MacIver were at five in the Royal Bank of Scotland RS and the second Esso Uniflo RS crewed by Vic Preston/Tony Mason occupied the number six spot. At seven was Jimmy Rae/Mike Malcolm in their loaned "works" RS; eight was the Cables and Components RS with Tony Fowkes/Bryan Harris aboard and at nine was the Martin Group Firenza of Will Sparrow/Robbie Lyall. Completing the top ten was the Wykes/ShellSport RS of Drew Gallacher/Ian Muir which surprised quite a lot of people as Drew's ankle, which he broke on the Scottish, had only just come out of plaster. Ireland was represented in the shape of Noel Smith/Ian Turkgton in their RS at 11; Peter Clarke had the Silentnight RS at 12 and at 13 was the amazing Rally Centre of Wolverhampton 1433 Mini of Pat Ryan/John Platt. Peter McDowell/Peter Moss had the Ton-Tyres Opel Ascona at 14 and the first fifteen was made up by Tony Drummond/Chris Gray in their RS.

The first stage of the event lay just over the Tay Bridge in Tentsmuir Forest and over the 7.4 miles, Roger Clark made quite sure everyone knew what the position was by setting fastest time (7.39)—some 22 s ahead of Bill Taylor (8.01). Andrew Cowan came next (8.15) in front of Jimmy Rae (8.19) but it was the only stage that the Scottish Champion was to do for the core plug came out on the stage and by the finish the car had blown a gasket and cracked the head. Vic Preston, Jack Tordoff, Will Sparrow and Willie Crawford/Jonathan Osborne in the Lothians Sports Cars RS recorded the next best times but a number of cars were hitting early trouble. Tony Drummond/Chris Gray

Top left: Haggie's luckless Clan. Top right: Sideways Fowkes. Below: Pat Moss-Carlsson's Renault Alpine 1800



AUTOSPORT, JULY 26, 1973

rolled their big engined RS but were able to continue. Donald Haggie/George Dean collected a maximum in their Burnish entered Clan when the alternator pulley broke and another car on its roof was the Mini-Cooper S of Tony Burt-Jones/Brian Dewar which took no further part in the event. Scottish Championship contenders, Ian Wilson/Peter Anderson and Dave Stewart/Alan Murray both had problems; Wilson's Ascona losing all its gearbox oil and Stewart's TC suffering a broken steering arm but the biggest talking point afterwards was the corner some two miles into the stage which cut up exceedingly badly and claimed countless victims. Many cars were baulked here by preceding cars getting hopelessly stuck but at the finish it was a case of good old force majeure rearing its inevitable head and the grumblings were indeed great.

Down through Cupar came the next two stages at Edensmuir and Kirkforther Wood. At Edensmuir, Clark and Taylor were both smack on the target time of 1.48 in front of Piggy Thompson/Martin Welch (RS) (1.49), Tony Drummond (1.50), Peter Clark (1.51) and Willie Crawford (1.52) but Tom Coffield Snr was in trouble with his City Glass-entered RS which broke a track control arm. At the one-mile thrash through Kirkforther, Bill Taylor was fastest and Tony Drummond went over on his roof again but it was all for nought as an erratic watch caused the results to be scrubbed.

Stage 4 was the Hackle's annual visit to Pitmedden where Pat Ryan shot his Mini through to second fastest (8.52) behind Clark (8.39). Piggy Thompson, Cowan, Fowkes and Will Sparrow were all close on his heels but disaster befell Willie Crawford who collected a maximum after a 20 minute "off" in the middle of the stage. Only feet off the road but with a non-operational starter, retirement looked certain but three local farmers with arms like Coles cranes eventually came to the rescue and so the show went on. Out here though went Dave Stewart who broke the back axle on his TC.

With four stages gone, Clark was ahead of Taylor by some 39 s with Cowan a further 18 behind in third. Tony Fowkes was lying fourth and he was followed by Sparrow and Tordoff.

The fifth stage was the 1.9 mile affair over the Cullaloe Hills and Tony Drummond must surely have set a Scottish all-comers record when he rolled for the third time, at the finish. This time he retired! Originally fastest was Tony Fowkes (2.08) from Taylor (2.10) and Crawford and Clark (2.14) but the watches

Sideways Fowkes. Below: Pat Moss-Carlsson's Renault Alpine 1800

were on the blink again and another stage bit the dust. After breaking his crank the previous evening and then putting in a new engine in time for the start, Arthur Jasper/David Hodges retired here when their Firenza broke a halfshaft.

Back up the motorway was the 5.35 miles of Blairadam Forest and while Clark (7.12) was once again ahead of Taylor (7.18), Drew Gallacher retired when both his injured ankle and his ailing water pump decided they'd had enough. Vic Preston, who was impressing Tony Mason more and more as the event went on, grazed a tree here with no ill effect but the event ended here for Gordon Craig whose Mexico was off in the bushes for more than two hours.

At Glendevon, Clark (3.09) had six secs over Fowkes (3.15) but out here went Peter Clarke with unknown maladies and Alastair Clark whose Mini ran out of gears. Ryan (3.17), Taylor (3.18) and Tordoff (3.18) were all quick again but Andrew Cowan (3.20), although not far away, seemed to be suffering somewhat from the long flight back from the Heatway in New Zealand.

The eighth stage at Gatheries was a completely new affair and the road which had only recently been constructed (bulldozed) was very similar to Errrochty which was to be tackled in the afternoon. Cowan (3.20) got to within two secs of Clark (3.18) here and while Fowkes (2.22), Taylor, Preston and Ryan (2.25) continued to get a move on, Jim Robson had to retire his Press and Journal RS when the engine seized. Also in trouble was the Avenger of Alan Conley which broke the gearbox tail housing and started to lose oil. However a quick trip to Perth followed by the cannibalising of a brand new unregistered Avenger in McLennans showroom saw the Wykes crew obtain the necessary parts and continue.

Bill Taylor really put his foot down over Keillour's 2.5 miles to beat Clark (2.48) by eight secs while into the fastest times for the first time came Alastair Robertson in his Saab who recorded the same time as Tony Fowkes (2.51). Cowan, Tordoff and Crawford were all there again but Ian Milne lost a bit of time when he had a small excursion.

The last stage before the half-way halt was at Ladywell and the nearest man to Clark's time of 4.18 was Tony Fowkes who was on 4.25. Alastair Findlay dropped back when he rolled his RS but luckily there were enough spectators around to limit the delay to a couple of minutes.

At the Dunkeld Halt, Clark was holding a 66 s lead (38.51) over Taylor (37.57) who was really driving well to be ahead of Cowan (38.26), Fowkes (38.30) and Tordoff (39.06) and Thompson (39.06). Vic Preston occupied seventh place (39.37), just a second ahead of the amazing Pat Ryan (39.38) and the top ten was completed by Will Sparrow (39.51) and Pat Moss-Carlsson/Liz Crellin (Alpine) on 40.16. Amongst the top runners, Taylor had been bothered by a broken clutch pipe while Piggy Thompson was again troubled by a lack of any starter.

The first stage after lunch was Craigvian and here Clark put in one of his occasional bursits to keep everyone in touch with reality by leading the field by 20 s. Cowan in turn had a further 10 s in hand over Fowkes while quick again were Ryan, Tordoff and Preston. Willie Crawford lost over 2 m with a puncture after hitting the rock that probably accounted for Jimmy Rae on the Scottish but out after hitting the same lump of granite was top Challenger, Ken Wood, who ripped off the front wheel assembly on his Mini-Cooper S.

Taylor got to within six secs of Clark (8.03) over Errrochty's 8.8 miles but at Blair Atholl it was Cowan (5.47) to the fore, some 10 s and 15 s ahead of Ryan and Clark respectively. His performance over the stage hoisted him into second place in front of Taylor who was fifth fastest on the stage with Haggie and Crawford (8.09). Still going well was Piggy Thompson (8.07) who has been having a tremendous season in the Scottish forests.

Continued on page 54

## SPECIFICATION AND PERFORMANCE DATA

**Carburettor** Audi 80 L, 80 LS and 80 GL versions  
**Engine** 80 L Four-cylinder, 75 mm x 73.4 mm (1200 cc). Compression ratio 8.5 to 1. 40 bhp (net) at 5500 rpm. 50 cc 30-15 PDS (7 down draught carburettor).  
**80 LS** Four-cylinder, 76.5 mm x 80 mm (1470 cc). Compression ratio 9.7 to 1. 75 bhp (net) at 5800 rpm. Solex 35 PDS/T down draught carburettor.  
**80 GL** As above except 85 bhp (net) at 5800 rpm. Solex 32/36 TD/ODG two-stage carburettor.  
**Al** types have belt driven overhead-camshaft.  
**Transmission** Single dry plate clutch, 4-speed all-synchronous gearbox with central remote control and optional overdrive (VW torque converter and 3-speed automatic gearbox optional). Driveshafts to front hubs with Kammhub constant velocity universal joints at either end. Overall ratios: 80 L, 4.413, 3.243, 2.364 and 1.737 to 1. 80 LS, 3.983, 2.650 and 1.422 to 1. 80 GL, 3.860, 2.633, 2.450 and 1.422 to 1.  
**Chassis** Combined steel body and chassis. Independent front suspension by MacPherson spring-damper struts and lower wishbones with anti-roll bar. Rack and pinion steering incorporating outboard scrub radius geometry. Trailing dead rear axle on solid rear arms and Panhard rod with spring-damper struts and anti-roll bar. Disc front and drum rear brakes with twin hydraulic cylinders. Options: 4-wheel disc brakes, limited assistance on 80 GL. Ball joint disc wheels fitted 13 in. as (80 L), 155 SR 13 (steel radial), 160 LST 155 SR 13 (steel) and 160 LST 155 SR 13 (steel radial).  
**Equipment** 12 volt lighting and starting. Speedometer. Rev-counter. Fuel and temperature gauges. Heating, demisting, and ventilation system. Flashing direction indicators. Windscreen wipers and washers.  
**Dimensions** Wheelbase 8 ft 12 in. Track (front) 4 ft 4.7 in. (rear) 4 ft 4.5 in. Overall length 13 ft 8 in. Width 5 ft 2.9 in. Weight 1842 lbs (80 L), 1874 lbs (80 LS), 1905 lbs (80 GL).  
**Performance** (Manufacturer's figures): 80 L. Maximum speed 92 mph. Acceleration 0-50 mph 15.0 s. 0-60 mph 16.7 s. 0-75 mph 27.7 s.  
80 LS. Maximum speed 100 mph. Acceleration 0-50 mph 8.6 s. 0-60 mph 13.4 s. 0-75 mph 20.5 s.  
80 GL. Maximum speed 105 mph. Acceleration 0-50 mph 8.2 s. 0-60 mph 12.6 s. 0-75 mph 18.4 s.



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Last Saturday the NW Centre of the BARC organised a championship meeting at Oulton Park which was very much like the curate's egg — good in parts. The weather didn't help with showers dampening proceedings during the afternoon but there were a couple of races which should never have happened, so sparse were the grids. The organisers were at least partly to blame for accepting masses of Formula Ford entries and then dealing with them in a very strange manner. Not only that but no account was taken of the changing weather conditions in practice when sorting out the qualifiers for the main FF race. This was eventually won by Stephen South who has often flattered this season only to fly off the road at the crucial moment. This time he kept a cool head while Ted Wentz drove very wildly behind and around him, the American's driving now being referred to the RAC for further consideration. Stuart Graham gave his new Camaro a debut win in the GI event and Vernon Davies just won an exciting ShellSport Clubmen's race after a coming-together with Dick Mallock on the last lap.

The first race was for the Formula Fords who failed to qualify for the Wells for Men round and included the Wells for Men-entered Radar of Jon Finch which hardly seems to be justifying the sums of money being spent on it. The race was a seven-car bore won by John Skinner's Dulon MP13 with an intermittent misfire from the ancient but smart DPG Bee Gee of Paul Driver, running on Avon crossplys. Finch provided the only light relief by spinning the Radar at Lodge on lap 3, recovering to relieve Johnny Staynor's Ray of third, missing a gear so that he had to do it all over again, and finally crossing the line half a minute behind Driver.

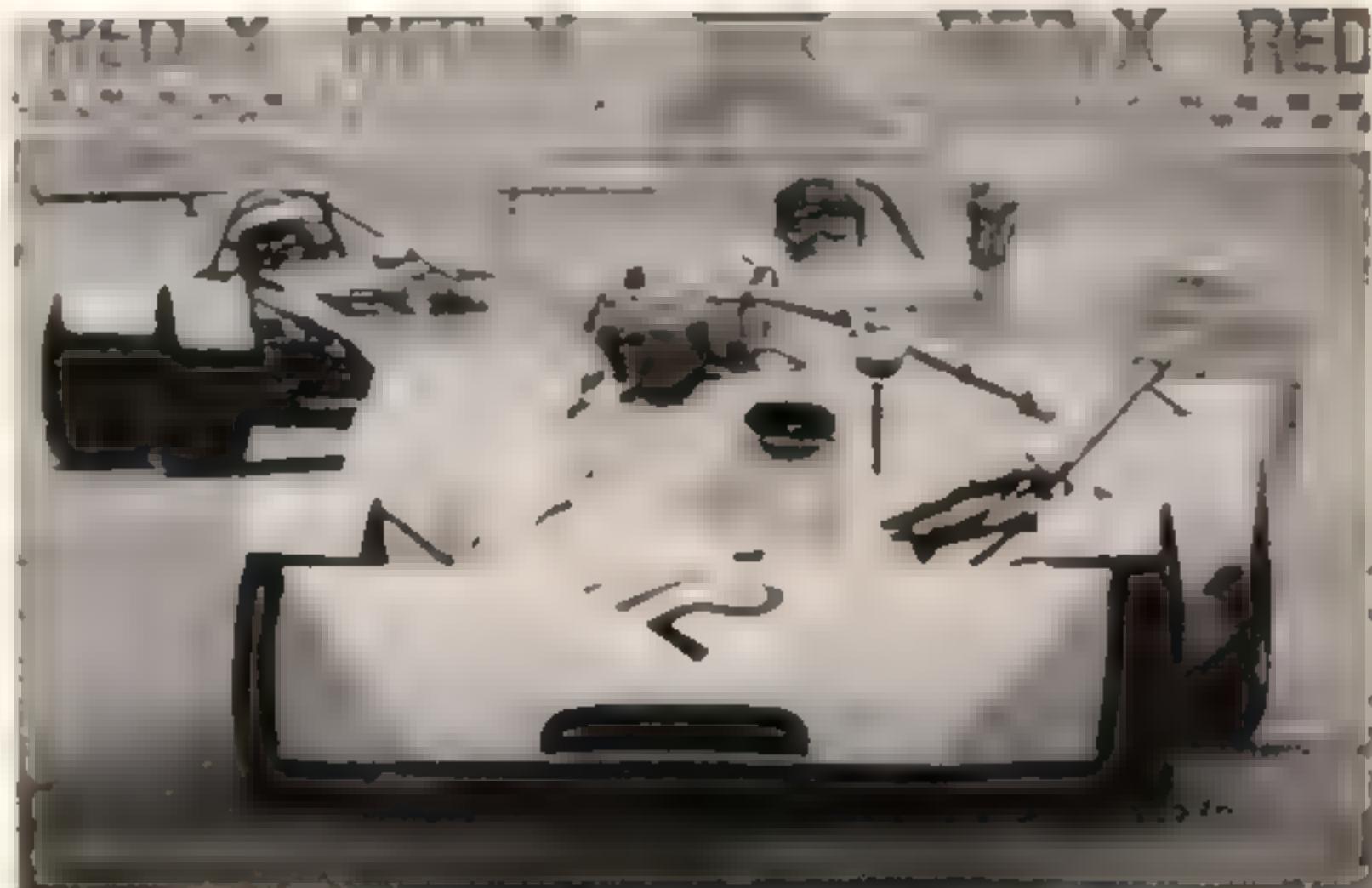
The proper racing started with the Clubmen's race which produced a strange grid dominated at the front by the 1-litres, after the wet practice, apart from Rob Cochran's Bladon BR1S on pole position. Missing from the line-up was 1-litre class leader Peter Cooke, who was caught out by the weather and arrived on slicks with the rain falling again, so he deemed discretion to be the better part, and withdrew. The 1-litre cause was ably sustained when the flag fell by Derek Walker, whose best engine had run its bearings in practice, but a quick trip home for a replacement was completed in time for him to scream off the line first ahead of Martin Young's U2 Mk 11B and Dick Mallock in the first 1600. The rain soon eased and Mallock was past Young by the third lap, but the Ladybird stayed ahead for two more laps before a piston in the spare engine collapsed and Walker had to pull into the pits as Mallock took over what looked like a secure first place.

Vernon Davies, charging through from a lowly grid position, had other ideas and the Stuff U2 suddenly began to haul in the leading U2 in great handfuls, as the leader found his narrow wets less suitable on the now much drier track. The two cars began the last lap nose to tail. At Knickerbrook Mallock kept the line but Davies nosed alongside where there wasn't room and the two cars touched and spun off. Davies ended up pointing the right way and was off up Clay Hill before Mallock, who chased hard for the remaining half lap but finished 0.2 s behind. Unlike almost any other class of racing, the two drivers were all smiles afterwards and not a harsh word was spoken. Third place also saw a sort-out on the last lap when Brian Husbands and Cochran tangled at Lodge, the Bladon ending up in the barrier although Cochran was unhurt. After Walker's demise, Young seemed assured of the smaller class but Martin White's U2 Mk 11 speeded up as the track dried, and almost caught the estate agent until a front wing started flapping, and he backed off.

Because of the unsatisfactory grid, a start-line shunt was almost inevitable in the Wells race and Dyfed Roberts, John Murphy, John Bicht and Rupert Keegan obliged almost before they had passed the starter. Stephen South went ahead in the Ray from the Catic Elden of Ted Wentz, Peter White's Patiser, Peter Harrington's Cougar and the second Catic car of Denny Shattuck. These five quickly detached themselves from the rest, led by Stuart Baird's Merlyn Mk 24. White was soon

## OULTON PARK

# Shell points for Davies



Derek Walker's 1-litre Ladybird leads the Clubmen's race overall from Martin Young, Rob Cochran and Dick Mallock

demoted to fifth by Harrington and Shattuck but interest was focused on first place where Wentz was trying hard to pass the Ray, including closing up a lot under the yellow flags out at Cascades for an accident involving the Dulons of David Heale and Jeremy Rossiter. On lap 5 the Elden and the Ray negotiated Old Hall, Cascades and Knickerbrook literally side-by-side with Wentz eventually grabbing the lead as the cars left the last corner. Next time round, South retaliated successfully despite Wentz's weaving down Top Straight which had slowed the pair up so much that Harrington was right up with them at Lodge, where Wentz ran very wide. The three cars crossed the line almost as one, with South just in front and Wentz shutting the door on Harrington as they went into Old Hall. From then on, the Elden was driven from side to side of the track indiscriminately so that Harrington had no chance of passing, and was almost forced into the armco at Lodge on at least one occasion. All this meant that South was able to draw well away to win comfortably with Harrington finishing a furious third behind Wentz. Shattuck also almost caught the two of them on the last lap because of his team mate's tactics, while White was a lonely fifth. Rob Wicken's Merlyn Mk 17A just held off Baird's newer Merlyn for sixth and the final point.

Gerry Marshall's chances of winning the Forward Trust round took a knock in practice when an oil union on the Thunes TV Firenza came adrift and the loss of lubricant ruined the 2.3 engine. Hard work by his mechanic saw a less potent (but still 16-valve) 2-litre unit fitted for the race. When John Turner stormed off the second row in his IAS Brokers Escort-BRM V8, and led for the first two laps, it seemed there might be a good race in the offing. However, Marshall was taking things quietly to begin with and when he did decide to start motoring, he soon passed the Escort and pulled away. Meanwhile Turner was running into trouble with a serious loss of fuel pressure, being caught by John Chappel's 1.3 Cooper S, which was inevitably dominating its class, before being swamped by the rest of the pack. So in the end Marshall won as he pleased with Chappel an equally secure class winner in second overall. Geoff Wood gave Tony Strawson's Falcon a hard time for third, but the American beastie filled an awful

lot of road, and the Mad Monk was content to finish fourth in Vitamin, back in last season's push-rod form after the proposed BDA proved too powerful for the transmission. John Watt's TSB Cooper S could only manage third in the 1300 class ahead of Tony Dickinson's Escort BDA, these being the only other unlap finishers following the retirement of Nick Watt's Cooper S with a holed piston and Ian Richard's similar car with an absent fan-belt. Ray Payne never looked like losing the 1-litre class with his Hartwell Imp, finishing seventh overall, while the same could be said for Peter Crouch's Mini in the 850 class after lap one, when he was led by Barry Reece's Mini, until the Welshman's enthusiasm got the better of him and he took the edge off the engine.

A good entry of Formula Super Vees was received but they were obliged to run with some high quality Formula Fords who, for some reason, were not allowed to try and qualify for the Wells race. As a result the Vees became a little lost in the rush. One or two didn't, in particular Mark Litchfield who drove a fine race in his ex-Brian Henton Crosslé 24F to lead all the way. Initially the Super Vees of Derek Cook (Hawke), Peter Munro and Keith Hollamby (Royales) gave chase but Hollamby had to retire his ex-Mike Haynesden car with a puncture and the other two were caught by the furiously battling FFs of Tony Rouff, Mike Wrigley and Kelvin Hesketh. Rouff moved up to second as Munro lost time with spin, and then Wrigley put in a very determined effort over the last couple of laps to close on the American F3 driver. He drew level at Lodge, and the cars touched going up Deer Leap towards the line, but the final verdict was a dead heat after a sensational finish. Hesketh slowed a little towards the end when the rain came again but still held on to fourth ahead of Cook, while Barry Warburton's Merlyn Mk 17 should have been among them too, but he spun at Lodge on lap one. He recovered to take sixth ahead of Munro. Poor John Morrison in the Supernova Tui chose to run on slicks, after earning pole position, and he could do no better than ninth, which was still a good effort in the conditions, and keeps him well in the lead of the championship.

Continued on page 57

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SILVERSTONE

## Corner wins Hawthorn Trophy



Hamish Morten's Bugatti leads Ron Footitt's Cognac Special in the Boulogne Trophy race.

The VSCC ran the second of their Silverstone meetings last Saturday and it attracted a fine entry of 185 cars, necessitating an extra race to be incorporated, making a 16-event programme. A surprisingly large crowd attended despite the miserable weather and was entertained with some exciting motoring.

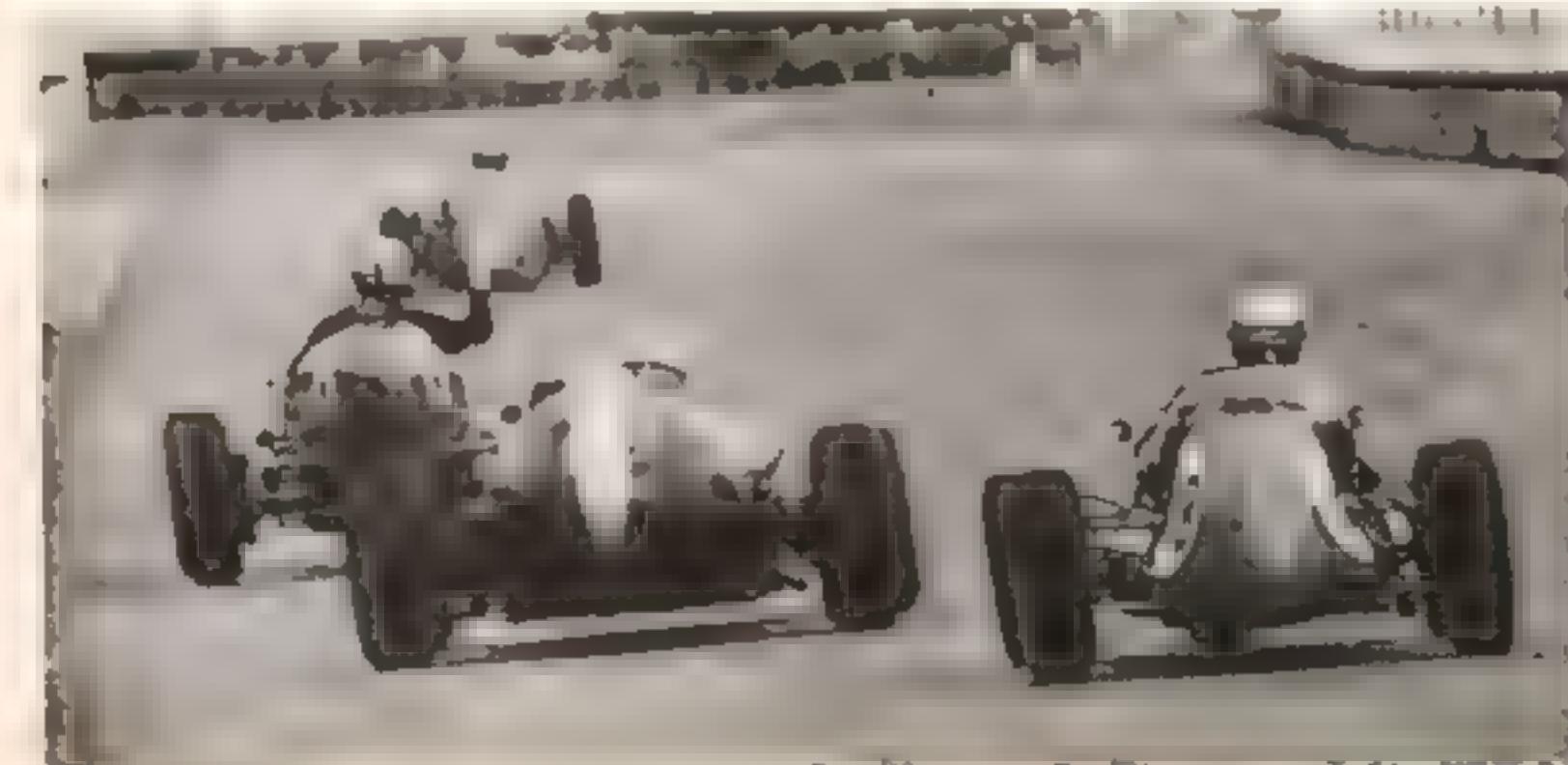
The day's sport comprised its usual recipe with a selection of handicap and scratch races. Also of interest was a static display of Lancias marking the end of the Lancia Motor Club's International Meeting which was held in England for the first time and a two-lap display of Riley cars throughout the marque's history to commemorate the 75th anniversary of building the first car.

The racing proper opened with a five-lap scratch race for up to 1500 cc Vintage and PVT cars. Peter Cranage's Cream Cracker-coloured MG was never headed as he pulled away to a fine win from Bob Cook's Riley and the very sideways Riley of Tom Manser. This race was followed by two five-lap handicaps which brought a varied collection of cars to the grid including Richard Odell's 1923 Cape-to-Cairo Lagonda which really needed two credit laps as it took 25 s to reach the end of the pits after the start! As it was Freddie Giles' very well driven GN Salome was twin

fooled the handicappers and scorched away to lead the field from the very first lap to win by miles. The second handicap was the first event to be run on a wet track and many moments resulted. Geoff Coles, however, drove his MG very smoothly to take the lead after three laps and hold on to the finish.

The Boulogne Trophy was run on a wet track but it was David Llewellyn who powered the fearsome aero-engined Bentley Napier into the lead from pole and pulled out a big lead on the drying track until half distance when the heavens opened. The huge car then became very difficult to handle and David spun it into the pit road at Woodcote after seven laps. He recovered well in a tremendous sideways twitch but after being demoted to second place lost it on the last lap at Maggots and hit the sleepers hard. Llewellyn was ejected from the cockpit but thankfully was not seriously hurt. The man who demoted the Bentley from the lead was Ron Footitt who was driving the Cognac Special in fine style, sliding it through Woodcote beautifully. Hamish Moffatt took second place in Frank Wall's Bugatti after fighting it from lock to lock round every corner while Bernard Kain (Bugatti) just beat Keith Shellenberg's Barnato Hassan 8-litre Bentley after

Corner's Aston winds its way between Baileys Cooper-Bristol and Venables-Llewellyn's ERA.



edited by Robert Fearnall

a stirring duel. Peter Morley had a similarly close race with Hamish Morten (Bentleys) for sixth place which the former won.

After another five-lap handicap won by Michael Ware's 1912 Sunbeam on a wet track the historic racing cars came out for the 15-lap Hawthorn Memorial Trophy. After his warm-up lap Neil Corner did a tyre change, as the track was now pretty well dry, before taking up his position alongside John Roberts and Cameron Millar (Maserati 250F). At the start, however, Pat Lindsay made a flyer from the second row in ERA R5B but Corner led into Copse after Roberts had made a terrible getaway being engulfed by half the field. Corner came through Woodcote after one lap in a series of dramatic twitches but Roberts was up to second and driving much more smoothly in front of Lindsay. Alan Cottam (in one of Cameron Millar's 250Fs—the red one), Millar himself in the blue 250F and John Venables-Llewellyn (ERA). Corner held his lead throughout but Roberts got very close towards the end although he could never really get on terms despite setting the fastest lap. These two lapped the whole field which was led by the two Millar 250Fs of Cottam and Millar. Venables-Llewellyn was fifth after Tony Bailey (Cooper-Bristol), with whom he had been dueling, spun off without serious damage at Woodcote with one lap to go.

After the very interesting Riley parade there was an eight-lap pre-war allcomers' scratch race. Pat Lindsay was out again and going well on the dry track to lead home, Venables-Llewellyn, Patrick Marsh and Bill Morris to make it an ERA 1 2 3-4. Bernard Kain took fifth for Bugatti ahead of Guy Smith's enthusiastically driven Frazer Nash.

The day's racing was concluded with three more handicap races, the first of which was run in the dry but the second and third were run in torrential rain. Ian MacDonald (Lagonda) won the first which was enlivened at the start when scratch man Symons (Alvis) stalled as the first cars away were entering Woodcote. Much waving of yellow flags saved the day in what is the biggest potential danger in handicap races. The second was won by John Brown in a Riley-dominated result while in the final race Bill Morris in Steve Stephenson's Frazer Nash pulled through the field in fine style to win easily from Geoff Coles (MG) and Ron Footitt out again in the Cognac Special.

### PETER RICHINGS

Vintage and PVT cars up to 1500 cc (9 laps): 1. P. Cranage (1.2 MG) 4 m 59.2 s. 47.71 mph 2. R. Cook (1.2 Riley) 7 m 04.4 s. 3. T. Manser (1.2 Riley) 7 m 21.1 s. 4. J. Brown (3.8 R. s/c) 7 m 20.4 s. Fastest lap: Cranage, 1 m 21.6 s. 70.77 mph. Handicap (5 laps): 1. F. Wall (10 GN Salome) 8 m 05.8 s. 65.5 mph 2. R. Shapland (2.5 Frazer Nash) 3. H. Garry (3.1 Riley) 4. A. Aitken (3.7 Alfa Romeo) Fastest lap: Garry, 1 m 28.0 s. 65.78 mph. Handicap (5 laps): 4. G. Coles (750 MG s/c) 8 m 05.0 s. 63.61 mph 2. W. Stephenson (2.0 Frazer Nash) 3. R. Sharland (2.5 Frazer Nash) 4. C. Gunn (3.1 MG) Fastest lap: Stephenson, 1 m 23.8 s. 67.47 mph. The Boulogne Trophy for Vintage racing cars (10 laps): 1. Ron Footitt (2.0 The Cognac Special) 13 m 47.8 s. 64.78 mph 2. Hamish Moffatt (2.2 Bugatti s/c) 3. Bernard Kain (2.2 Bugatti s/c) 4. Keith Shellenberg (2.0 Bentley) 5. Peter Morley (4.3 Bentley) 6. Hamish Morten (4.4 Bentley) Fastest lap: David Llewellyn (24.0 Bentley) 1 m 17.2 s. 74.90 mph. Handicap (3 laps): 1. M. Ware (3.0 Sunbeam) 3 m 08.8 s. 54.27 mph 2. B. Clarke (1.1 Singer) 3. R. Barker (1.3 Riley) 4. M. Rushton (850 MG) Fastest lap: A. Cherrill (1.0 GN Salome) 1 m 37.6 s. 69.51 mph.

The Hawthorn Memorial Trophy for Historic Racing Cars (15 laps): 1. Neil Corner (3.0 Aston Martin DB4) 16 m 44.2 s. 86.47 mph 2. John Roberts (2.5 Lotus 6) 16 m 44.2 s. 86.47 mph 3. Alan Cottam (2.5 Maserati 250F) 3. John Venables-Llewellyn (2.0 ERA s/c) 6. Barry Simpson (2.0 Cooper Bristol) Fastest lap: Roberts, 1 m 05.2 s. 88.79 mph.

Pre-War allcomers (8 laps): 1. Patrick Lindsay (1.5 ERA s/c) 9 m 28.0 s. 62.30 mph 2. John Venables-Llewellyn (2.0 ERA s/c) 3. Patrick Marsh (1.5 ERA s/c) 8.3. Morris (1.5 ERA s/c) 3. Bernard Kain (2.2 Bugatti s/c) 4. Guy Smith (3.5 Frazer Nash) Fastest lap: Lindsay, 1 m 10.0 s. 62.70 mph.

Pox and Michael Handicap for Vintage and PVT (8 laps): 1. I. MacDonald (4.5 Lagonda) 11 m 45.0 s. 67.31 mph 2. A. Brown (4.5 Lagonda) 3. J. Hutter (3.0 Bentley) 4. P. Graham (3.0 Delage) Fastest lap: Hutter, 1 m 18.0 s. 74.22 mph.

Handicap (3 laps): 1. J. Brown (1.5 Riley) 8 m 28.0 s. 59.93 mph 2. C. Ward (1.5 Riley) 3. P. Fanning (1.5 Riley) 4. R. Cook (1.5 Riley) Fastest lap: C. Ward (1.5 Riley) 1 m 25.6 s. 67.63 mph. Handicap (5 laps): 1. W. Morris (2.0 Frazer Nash) 2 m 46.8 s. 69.91 mph 2. G. Coles (750 MG s/c) 3. G. Fox (1.70 The Cognac Special) 4. R. Penman (2.0 The Altenborough Special) Fastest lap: W. Morris (1.5 ERA s/c) 1 m 32.8 s. 67.91 mph.

# Sports extra

## HAREWOOD

### Mountain climbs to BTD

Allan Mountain, taking part in his first competition for three years, took BTD at the vintage and novice Harewood driving his Leda-Chevrolet LT22. Hamish Moffatt took his immaculate ERA R3A to the vintage BTD and a new class record.

This well-run one-day meeting brought out an excellent vintage entry which, as usual, was combined with a novice section for regular competitors of some time past, and hopefully some pure novices, whom it is hoped, would become future class winners.

In class 1 a really neat second run from Malcolm Smith kept up the British Leyland domination of this class from Roy Gibbs' Imp while in class 2 Tim Wise had a 0.5 s advantage in his 1.3 Escort. John Neal's raucous 2.0 Capri had the large class by a large margin as did both special saloon winners but things were much closer in the Jowett post-war class where Don Griffiths closed on class leader Geoff McAuley who put up two identical times of 62.16 s for the class win. Third in this well-supported class was Peter Crosby but the next class brought us back to modern machinery with a real bang when David Stead made a welcome return to the hills in his mouth-watering white Dino Ferrari at 51.22, 4 s ahead of David Styring's 4/4 Morgan.

Tom Wilds' Porsche Carrera RS was never headed in the next class with a smooth 50.31 s on road tyres with Derek Clark, who formerly held the class record as had David Stead, second with his V12 Jaguar E. Haydn Spedding had the modsports/sports racing class sewn up on his first run and improved to 51.32 s while Martin Curtis had a 8 s lead for the clubmans category in the family U2 Mk 8X. Team Whibley struck again in the small racing car class with Brian Alderton, who'd been looking forward to this meeting all year, taking his Terrapin to the top in a personal best of 48.53 s to beat the well-driven supercharged Elva F/Jnr BL 8/C of Johnathan Lawton.

Usually the spanner man for the LB Vauxhall, Christopher Leeper showed he could

## HACKLE RALLY — continued

Cowan and Tordoff (4.34) tied for fastest at Kindrogan in front of Clark (4.37), Fowkes (4.41) and Ryan (4.41) and then it was on to the longest stage of the event at Glenisla. Some 7.7 miles long, the stage was for the most part exceedingly smooth and very fast and four cars beat the bogey time of 7.42. With a flying and faultless drive, Willie Crawford (7.22) headed the "clean" quartet which included Clark (7.35), Fowkes (7.36) and Cowan (7.38). For a number of cars however, the stage was a disaster. Donald Heggie had to retire with a broken doughnut on the Clan, Tom Coffield exited his RS when the clutch expired and Challenger, Brian Benson rolled his Escort and collected a maximum. Bill Taylor had been suffering with a loss of oil pressure through the afternoon and on the way to the last stage, the situation got so bad that he just couldn't risk going any farther. It was terrible luck after one of his best drives of the season and just when he looked as if he was about to take an almost unassailable lead in the Scottish Championship which has eluded him for so long.

The last stage of the event was a tarmac and grass affair at the Barry Buddon army camp and Willie Crawford (3.44) once again

## MONDELLO PARK

### Todd's fine performance

Big things are planned by Leinster MC for their traditional Leinster Trophy race this year, which has been put back from the original July date until a new date on September 20. Instead of the Leinster Trophy on July 8, Leinster Club ran off an enjoyable clatter, highlighted by two thrilling races. There was a very good like turnout for the

trust his own work in the middle racing class and despite a slight misfire scorched up the hill in 46.56 s while Allan Mountain settled in to a 44.70 s for BTD and then after the top 5 run-off pulled the suspension out on a post in the paddock!

Class C for vintage and PVT sports cars up to 1500 cc saw Jack McEwan have the best of Derrick Edwards in Riley Sprite and Aston Martin Ulster respectively, while in class D Chris Winder put up a splendid performance on his second run to reduce the vintage section record by 0.9 s in his Len Francis SS.

Hamish Moffatt was feeling none too pleased at the end of the meeting when he found his trailer had been stolen but he had the consolation of a new class E record to take home. John Venable Llewellyn needed but one run in his nostalgic ERA R4A at 49.63 s for his class from the enthusiastically driven Frazer Nash/Alvis of Guy Smith and Ron Footitt's GN Special at 50.46 s which also established a new record for the vintage section of the class.

A short sharp shower punctuated the stop between the runs and the top 5 vintage and novice climbs, so few but the last competitors who reaped the benefit of the fast-drying track, had quicker runs.

## HAYDN SPEDDING

**STO** A. Mountain (3.0 Leda-Chevy LT22) 44.70 s; C. W. Wise (1.3 Ford Escort) 37.24 s; J. Wise (3.0 Ford Capri) 52.49 s; R. Gibbs (1.3 Ford Escort) 53.07 s; P. Davy (1.3 Ford Escort) 53.31 s; J. Neal (2.0 Capri) 53.58 s; G. McAuley (1.3 Javelin) 54.16 s; D. Stead (2.0 Ford Escort) 54.22 s; T. Wise (2.0 Porsche Carrera) 55.30 s; H. Crawford (2.0 Ford Escort) 55.32 s; M. Curtis (1.6 LB Vauxhall) 56.56 s; A. McFadden (1.3 Leda-Chevy LT22) 49.70 s; T. Whibley (1.0 Chrysler) 57.22 s; R. Alderton (2.0 Ford Escort) 57.23 s; R. Cowan (2.0 Ford Escort) 57.31 s; H. M. Fife (2.0 ERA R3A) 48.37 s; J. V. Llewellyn (2.0 ERA R3A) 49.03 s; G. Edmund (1.0 MG/PVC) 52.71 s; M. Green (2.0 Lotus Ford) 47.72 s.

pulled out all the stops to beat Clark (3.51) by 7s, with Preston (3.52), Cowan (3.53) and Ryan (3.54) the next in line.

Apart from the departure of Taylor, the placings at the end of the event had not changed much from those at the half-way stage, but it was to be some time before the awards were presented with several protests doing the rounds. All in all this year's Hackle was rather unsatisfactory for a number of reasons ranging from bad timing via pretty inaccurate tulips for the stages to a rather befuddled results service. Apart from the Andrews-Cowan and Smith, the Scots once again didn't have much success but provisionally leading the Shell-Scotsman Championship is Ian Wilson who took his Opel Ascona to somewhere around 14th. Almost certainly leading the Challengers section of the Championship is John Baillie from Milnathort who yet again had an excellent event in the ex-Heggie TC.

## JONATHAN OSBORNE

1. Roger Clark (1.3 Escort RS 1600) 74.36  
2. Andrew Cowan (Ascona F 1600) 75.00 76.38  
3. Tony Fowkes (Bryan Hedges Escort RS 1600) 76.38  
4. Ian Tordoff (1.3 Ford Escort) 78.25  
5. Pat R. (2.0 Ford Escort) 78.49 6  
6. David Thompson (Mazda 1300) 78.50 78.52  
7. Vic Pearce (Troy Wilson Escort RS 1600) 79.33  
8. W. Sparrow (Austin 1300) 80.29  
9. Andrew Smith (Mazda 1300) 80.54  
10. Pat Moss (Austin 1300) 81.01

Formula Ireland race, won by Nelson Todd in the Charles Hurst Crossle-Hart 22F from John Pollock (Brabham-FVC BT30), Patsy McGarry (March-BDA 722) and the Vega-powered car of Ken Fildes (Crossle 22F) and Tommy Reid (Brabham BT38/40). The very polished Todd led all the way to score his first ever Mondello win, but he was hotly chased by John Pollock and Patsy McGarry, with Fildes dropping back all the time and Reid out of the hunt following some grass-tracking at Shell on the first lap.

This was Pollock's first race in ten months and he drove with all his usual fire, despite a misfiring engine, to hold off the wrongly geared Duckhams March of the hard trying McGarry. Such was the pace of the leading quartet that Fildes' year-old lap record of 55 s was very much in danger, with McGarry getting down to 55.3 s, Todd lapping at 55.4 s, Fildes at 55.6 s and Pollock at 55.8 s.

Richie Heeley in the Capital Tea Gryphon C73 and Mike Martin with his latest U2 Mk 12 were locked in combat for most of the clubman race, particularly on the third lap at Shell when Martin and Heeley exchanged colour schemes as Martin bored through to take the lead. Heeley continued to give chase and made his big bid on the final lap, which paid off as Martin got the Motor Supplies/Combat Cancer U2 all crossed up at Duckhams and Richie nipped through to win by 0.2 s. ShellSport Clubman Championship leader Tony Martin held a steady third throughout with his Everymans D-1-Y Centre's U2 Mk 11B; but Richie Conroy almost threw away his hard won fourth spot with a huge spin at Dunlop on the last lap in the Liam Cullen-sponsored Gryphon C73.

Eddie Regan, having his first throw in the ex-Mick Hill Boss Capri V8, led the saloon field for four laps until Martin McNamara went ahead with his Escort-FVC. Regan continued to give chase but dropped back to 6.4 s at the end of 10 laps, and Tony Brennan took his Escort-FVC into third in front of the dicing Imps of Vinney Moy and David Hall.

The Formula Ford and Modsports races were a foregone conclusion from the start, with just no one able to hold Paul Eastwood and his Crossle 22F in Formula Ford; and Mike Nugent's 1.6 Lotus Elan much too quick for the Midgets and suchlike in modsports.

## BRIAN FOLEY

Attled Irish Phoenix Saloon (10 laps) 1. Martin McNamara (2.0 Ford Escort FVC) 13 m 00.64 s 0.57 0.57 2. Eddie Regan (1.6 Ford Boss Capri) 11 m 06.2 s 3. Tony Brennan (2.0 Ford Escort FVC) 11 m 06.84 s 4. Vinney Moy (1.0 Imp Ford) 11 m 21.6 s 5. David Hall (1.0 Imp) 11 m 22.4 s 6. Patsy McGarry (March-BDA 722) 11 m 24.2 s 7. Michael Horner (Fastest Imp) Brennan 11 m 42.8 s 8. Modsparts (10 laps) 1. Mike Nugent (Lotus Elan) 11 m 1.2 s 45.40 mph 2. Don R. (1.6 Ford Escort) 11 m 29.4 s 11 m 38.2 s 3. Brian Tully (MG Midget) 11 m 39.4 s 4. P. J. Fox (1.6 MG Midget) 11 m 39.6 s 5. Michael A. (MG Midget) 12 m 28.0 s 6. Mike Francis (MG Midget) 9 laps (Fastest lap) Nugent, 1 m 42.1 s 69.53 mph (record) Formula Ford (10 laps) 1. Paul Eastwood (Crossle 22F) 10 m 44.4 s 69.25 mph 2. Harry Acheson (Mazda 1300) 10 m 49.0 s 3. Jim Sherry (Crossle 22F) 10 m 49.4 s 4. David Kennedy (Mazda 1300) 11 m 00.8 s 5. Bernard Devaney (Lotus 11M) 11 m 24.8 s 6. Fastest lap Eastwood 1 m 1.1 s 70.19 mph Crossle Electric Formula Ireland (10 laps) 1. Nelson Todd (2.0 Crossle-Hart 22F) 14 m 04.2 s 74.32 mph 2. John Pollock (2.0 Brabham FVC BT30) 14 m 10.6 s 3. Patsy McGarry (1.3 March-BDA 722) 14 m 10.6 s 4. Ken Fildes (2.0 Crossle Vega 22F) 14 m 17.0 s 5. Tommy Reid (2.0 Brabham Vega BT38/40) 14 m 33.6 s 6. Paddy Conroy (1.6 Lotus FVA 69) (Fastest lap) McGarry 15.7 s 80.87 mph Cannon Electric Clubman Formula (10 laps) 1. Richie Heeley (Gryphon C73) 15 m 21.8 s 72.84 mph 2. Michael Martin (U2 Mk 12) 15 m 22.0 s 3. Tony Martin (U2 Mk 11B) 15 m 46.2 s 4. Richie Conroy (Gryphon C73) 15 m 56.8 s 5. Derek Sharpe (U2 Mk 11B) 16 m 08.2 s 6. Fastest lap Heeley 1 m 00.2 s 74.15 mph Revlon Handicap (10 laps) 1. Francis Flynn (1.9 MG Midget) 17 m 48.6 s 58.00 mph 2. Gerry McGarry (Honda 800) 17 m 02.6 s 3. Conor McRae (1.9 Ford Escort FVC) 4. Ron Black (1.3 Mini) 5. Gerry Wilson (Honda Z Coupe) 6. A. Crooks (Honda Z Coupe) (Fastest lap) Linsden, 1 m 3.8 s 67.84 mph Ladies Formula F1000 "Miss of Meeting" 1. John Pollock

Keen AUTOSPORT readers will recall last week's tales from the Cheltenham Festival Rally and, in particular, stories of Morley's Crystals/Porsche car which has so far proved unbeatable in British club events. It seemed that on club stage events it had no match, and it was with special interest that enthusiasts wanted to see if this run of success would continue through to road events and the Aberdare Motor Club Nutcracker Rally. If Morley won this event he would have a hat-trick of club wins. He had entered against him the fearless Nigel Rockey, the man who drives both his RS1600 and his Mexico with equal aplomb, who this time had his Hoopers 16-valve car, current C/MN championship leader, and Russell Brookes who had spent the summer months continuously at practice on Welsh championship rallies, on which he had now completed a hat-trick of wins himself. Russell was entered once more in the incredible Brooklyn Mexico. Whereas Rockey strikes a winning speed in either of his cars, Russell drives his Mexico at uncatchable speeds in Mexico series events: in C/MN rallies he drives it even faster. Well, Morley won handsomely by two-plus minutes, Rockey came second, and Russell came third, two and a half minutes behind.

The Nutcracker has a special place in British rallying, for it provides a quite unusual opportunity for navigators to practice pacenote skills. It has many more customary road sections, all timed to the second, with relaxed sections in between, but the mountain road sections are favourites. This year the event used Drovers Arms, Abergwesyn, Rhayader, Ffian Valley and Eppynt, all of which fell within this category, sections which give clubmen a glimpse of the sort of sport they could enjoy if only roads could be closed to the public for them to use. This year it was given a date which enabled it to lead the autumn series, which ensured a high powered entry even though the shortness of the night meant that only 90 competitors were entertained. New faces were there faces of cars rather than drivers, with Colin Malkin back in an Avenger supposedly of great power, but apparently only an interim version this time, while both Rodney Badham and Chris Lovell had Cians for the first time on C/MN events. Jimmy Bullough turned up with a new Escort Twin Cam while Lauris Richards came with his unreliable Escort RS1600 2-litre fitted with a Mexico unit instead. Kevin Vidan appeared on a national series event for the first time with the Old Woking prepared 240Z.

The blackness in the sky gave qualms to the various race-shod crews, and no little confidence to those who, like Rockey and Brookes, had fitted compromise tyres. The qualms gave rise to real concern as the cars arrived at the Eppynt area after their

Bob Bean (Ford-Sure Mexico) squeezes past Malkin's stricken Avenger.



## NUTCRACKER

# Morley succeeds again

initial run up from the Merthyr Tydfil start. Do you remember Morley's luck with the dust on last week's event? This week he and Rockey had the advantage of largely dry roads, as the others slithered around behind them! The dampness was in the air on the second section, where Malkin ended the Chrysler hopes of a leading place (the rally favoured cars more powerful than Patrick's Midland Rally Team Imp, which once again came best 1-litre car home). It looked to following crews that the Coventry blue-eyed boy had plain overcooked a nasty berm and spun his way down the road, but Hugh Bishop (who barely escaped with his life and camera intact) confirmed Malkin's account that the back brakes locked up. So tightly were they locked on that manoeuvring the car for following competitors to pass was far from easy. Conditions were worse up on the Abergwesyn mountain road with mist hanging low over the road. Rockey had a puncture and dropped 78s to Brookes here, while after an excellent start Lovell stopped at practically the most remote spot with a coil failure. This was Lovell's first national British championship rally for three years, as all his recent sport has been on the Continent. Rockey promptly regained his minute's loss to Brookes when Russell was lost a minute with a marshal at the end of the fifth section. American, Bob Hourihan, was continuing well after a lurid spin backwards off the road at Drovers, his Canadian navigator Doug Woods doing his best to learn the British art of map-reading. He was lucky in his choice of event—the Nutcracker was pretty easy.

To give credit where it is due, we must report with delight that both DTV Vivas were still going strong at the half-way halt, and Lauris Richards in the Sky Petroleum Escort had recovered from his 2P gearbox jamming at Abergwesyn. (Linda Jackson, his teammate, had suffered bad engine damage the week before and could not start, so they were still at half-strength.) Frank Pierson stated that his engine had never been going so well all year, although he had a hurried start to the rally when a leak in the petrol tank had been discovered. George Hill was without complaint, save to say that he feels that he needs more power to get back to the top of the rallies again. Bullough had suffered continual electrical trouble which he repaired himself (no servicing nowadays on these rallies) but which then failed once more. As soon as the rally restarted again Richards had his clutch fail and this in turn jammed

the gearbox, which caused a chicane just round a blind corner. Steane's Firenz ditched trying to avoid the car. Bob Jeffs was seen no more after stopping at Abergwesyn earlier with a broken throttle linkage.

Dal Roderick, who now drives a car bearing the registration number used by George Hill the year he was C/MN champion, was going well until his clutch began to fail, though he was still charging hard even at the end, whereas Denis Cardell, veteran of many rallies and no few accidents, added another crash to his score when he rolled his Marina 1.2 when the front suspension collapsed. On the final section Martin Clark's engine failed only five miles from the end of the selective when a jack-shaft broke. Martin arrived at the finish pretty disappointed, his arms flying through the air as he described the mess that was once the engine. Rod Cooper who built the engine felt this was all perhaps an exaggeration though admitted that these parts are prone to failure when engines are over-revved.

The Nutcracker ended early and the relative easiness of the event left a lot of the original starters still in the running. Rallies where everyone finishes give a undeserved sense of let-down, only the winners feeling they achieved the results which they deserved. DTV drivers Hill and Pierson both finished, but eighth and twelfth won't make banner headlines in their weekly digest. Badham, in his first road event in his Cian, came 15th after a faultless run though he was excluded anyway (see Special Stage) and John Edwards-Parton came 13th in his Thomas Motors Mexico. Roderick almost came second, having gained a five-minute benefit on the last section, but even his eventual fourth place was perhaps the mark of a driver who has fought his way up through his local association rallies in the past few seasons and can now challenge the best drivers in the country.

## MARTIN HOLMES

1. Morley/Morley/Peter Bryant (8.7 Porsche Carrera RS); 1344.  
 2. Nigel Rockey/Paul White (1.3 Ford Escort RS1600); 1709.  
 3. Russell Brookes/John Green (1.6 Ford Escort Mexico); 1841.  
 4. Dal Roderick/Mike Woodward (8.7 Ford Escort RS1600); 1873.  
 5. Malcolm Patrick/Nell Williams (1.0 Hillman Imp); 1957.  
 6. Kevin Vidan/Peter Valentine (1.4 Datsun 240Z); 1940.  
 7. Rod Cooper/Ian Cooper (1.6 Ford Escort TC); 2040.  
 8. George Hill/Kirk Wood (2.3 Vauxhall Viva); 2124.  
 9. Gareth Jones/Richard Lewis (1.7 Ford Escort RS1600); 2148.  
 10. Bob Bean/Alan Greenwood (1.4 Ford Escort Mexico); 2209.

Best semi-expert: Robert James/Nell Jones (1.6 Ford Escort RS1600); 2044.  
 Best novice: Graham Parker/Alan Thomas (1.6 Ford Escort Mexico); 1947.

### SELECTIVE RESULTS

1. Drovers Arms (13m): 1. Morley 192; 2. Rockey 97; 3. Brookes 84; 4. equal Hill and Vidan 80; 5. equal Clark 78; 6. equal Andrew (1.4 Ford Escort TC); 66.  
 2. Drovers-Abergwesyn (7m): 1. Morley (then slow, actually 90); 2. Rockey 42; 3. Brookes 50; 4. Martin Clark; David Stephenson 117; Ford Escort RS1600; 50; 5. Chris Lovell/Rod Cooper (1.0 Ford Escort); 61; 6. Vidan 62.  
 3. Abergwesyn-Trwynedd (10m): 1. Morley 192; 2. Brookes 116; 3. Bryan 107; 4. Jones 807; 5. Roderick 237; 6. Clark 116.  
 4. Lane south of Llandrind (20m): 1. Rockey 129; 2. Brookes 102; 3. Morley 103; 4. Clark 103; 5. Roderick 170; 6. Bryan 173.  
 5. Lane around Myddfai Bach (22m): 1. Rockey 13; 2. Morley 16; 3. Roderick 41; 4. Hill 44; 5. Vidan 45; 6. Clark 46.  
 6. Lane around Llanfyllin (27m): 1. Morley 198; 2. Rockey 168; 3. Vidan 168; 4. Cooper 166; 5. Roderick 157; 6. Clark 157.  
 7. Lane south-west of Devil's Bridge (22m): 1. Morley 127; 2. equal Rockey and Roderick 10; 4. Vidan 32; 5. Clark 43; 6. Patrick 42.  
 8. Lane around Cwmystwyth and Rhayader mountain road (24m): 1. Morley 247; 2. Brookes 236; 3. Rockey 236; 4. Patrick 262; 5. Roderick 267.  
 9. Wan Valley road (18m): 1. Morley 42; 2. Rockey 77; 3. Hill 80; 4. Jones 82; 5. Clark 86; 6. Brookes 90.  
 10. Lane north of Llanberis (4m): 1. equal Brookes and Patrick 85; 2. Clark 87; 3. equal Cooper and Vidan 80; 4. Jones 84.  
 11. Lane south-west of Mawbwllog on Wye (34m): 1. Patrick 215; 2. Vidan 257; 3. Rockey 237; 4. Roderick 263; 5. Brookes 273; 6. equal Hill and Cooper 285.  
 12. Eppynt (43m): 1. Morley 280; 2. Brookes 308; 3. Roderick 328; 4. Frank Pierson/Colin Francis (2.3 Vauxhall Viva); 332; 5. Rockey 323; 6. Vidan 346.



Chris Mann's 1934 Alfa Romeo Monza charges through the field of MGs in company with Andy McLennan's MGN (partially hidden).

## BRANDS HATCH

### Wicken draws level

MG drivers were well catered for at a sunny but blustery Brands Hatch last Sunday when the MG Car Club held their second meeting at the Kent circuit this year. All ages and models of MG could be raced, but championship rounds were also held for the two Brands specialists Kent Messenger saloons and Townsend Thoresen Formula Ford. The former saw Terry Attoo close the gap on a "retired" Ray Calcutt coming second, and Rob Wicken drew level with Frank Hopper by coming third in the latter round.

First on the MG agenda was a race for the larger British Leyland products, the field being led all the way round by Ian Polley's fleet ex-works 1.8 MGB. Rob Haigh's 1.8 engined 1.9 MGA was always in close attendance but never had the steam to pass, being swallowed two laps from the end by Syd Segal's ex-Gott 3.0 Squire. Terry Carpenter spun his MGB out of third early on at Druids, but recovered well to be fourth.

Next up were the Kent Messenger saloons with some of their baby 850 brothers. Kent Messenger representation continues in the series following Ray Calcutt's unfortunate departure, with the sponsorship of John Homewood's car, and in fact he also uses Calcutt's Bevan-tuned engine. Homewood did his job well winning by three seconds for Terry Attoo, Calcutt's nearest challenger in the series, and now nine points behind. Attoo's Cooper S was fourth on lap one, but as Roger Saunders pulled away from Attoo and John Walsh, he spun at Druids, leaving Attoo to fight free of Walsh for second, Walsh finishing third. This round was not quite as well fought as most of the Kent Messenger rounds, so it was not surprising to see an 850 Imp with standard engine coming fourth, Roger Gill being the driver, and still trouncing some of his larger relations.

The first of two handicap races saw Graham Brown well handicapped but winning in his 1.5 Riley Tern in the race for pre-1940 cars, but second and third were two near scratch men who had great drives through the field. Chris Mann in the Alfa Romeo Monza, finishing 0.4s behind the winner, and Andy McLennan's MGN. Fourth was Colin Tieche's MG J4.

A happy group of modsports came out next for their race, and it was only too unfortunate that John Miles should have to be turned away from the pole position in the Turner, Miles being the first and only reserve to be turfed off. This left fellow front row man Peter King (1.6 Lotus Elan) to romp away for

the 15 laps while second was an equally consistent Andy Bailey (1.1 Austin Healey Sprite). Rob Haigh was perhaps lucky to have his nearest challenger for third black flagged out of the race when petrol was seen pouring from the back end of Segal's Healey, the problem being no more than overfilling, but it was too late to do much to rectify it. Fourth, therefore, was the formerly successful Polley, despite a spin on the second lap at Clearways which dropped him to ninth. Ian Hall, the former 1.1 Frog-Eyed Sprite pilot, was in fifth for a while, but pitted when the blow-off valve blew off the 1.8 supercharged Mini Jem, although it's possible there is more serious engine damage.

Next of the handicappers was for MG "T" types, this one being well worked out with Alistair Naylor coming through from 40s handicap to win in his glorious TC with Roger Shadbolt second in his ex-Betty Haig TB. Dave Clewley was the first of the hard chargers in his TC circulating in close company and at high speed with road leader, and scratch man, Gerry Brown (TC).

The Townsend Thoresen lads provided excellent entertainment as usual, with four of the top Brands men providing the action. Bob Arnott (Merlyn-Scholar Mk 24), Richard Morgan (Ray-Vegantune 73F), Rob Wicken (Merlyn-Piper Mk 17A) and Frank Hopper (Royale-Vegantune RP18). It was Morgan from Hopper at the off, but by bottom first time round, Arnott was through to second and showing that some of the extraordinary circuits raced on during the Euro-FF Series provide pretty good experience. By lap four he was in a fairly narrow lead from Morgan, while Hopper and Wicken were tied together a few yards behind. Hopper was trying very hard to get away from Wicken and was, in fact, closing on Morgan on the last lap when he spun at Kidney and into retirement. Wicken was therefore a happy third, with Jorge Koehlein (Merlyn-Scholar Mk 20A) a consistent fourth, after David McCallum spun the Van Diemen out of the place on lap two.

Closing proceedings was one of the best races in a rather uneventful day, modified and unmodified Spridgets putting on a fine dice for third with six cars in a bunch. Leading the field halfway through lap one was none other than David Hipperson, last year's ace 1000 cc Mini man, out of retirement in John Sprinzel's very well travelled (London-Sydney, would you believe?) 1.3 Midget. It was short lived however, for he spun at Clearways before one lap had been completed, which

allowed Andy Bailey to lead all the way to the flag. Second was a dice between Philip Whitehead's 1.3 Midget and Tony Sander (1.1 MG Midget) until the former blew up, while third was between Duncan Welch, Edward Thacker, Peter Fontes, Malcolm Beer, John Gooch and Paul Barton. Gooch spun at Clearways, while Beer and Thacker managed to break away to finish third and fourth while Fontes just overcame Welch for fifth. A better end to a slightly dull day.

### BOB CONSTANDUROS

MGAs, MGs, MG Cs and Healey 3000s (10 laps) 1. Ian Polley 1.8 MGB 9m 50.4s, 75.58 mph 2. Rob Haigh (1.9 MGA) 9m 50.8s, 74.4s, 3. Terry Carpenter (1.8 MGB) 10m 20s  
MGA powered 1. Roy McCarthy (1.6 MGA), 68.6mph 2. Vic E. (1.6 MGA) 74.8mph 3. Peter Everitt (1.6 MGA) Fastest lap: McCarthy 1m 04.2s, 77.25 mph  
MGB powered 1. Polley, 75.58 mph 2. Haigh 3. Carpenter Fastest lap: Polley 1m 04.2s, 77.25 mph  
MG Cs and Austin-Healeys 1. Segal 74.80 mph 2. Rob Haigh 9m 50 Austin Healey, no other starters  
Fastest lap: Segal 97.8s, 77.75 mph  
Kent Messenger between car round and up to 850cc vintage cars (10 laps) 1. John Homewood 10.5m 50.4s, 76.4s, 2. Terry Attoo (Austin Cooper) 9m 49.8s, 3. John Walsh (Vauxhall) 9m 50.4s, 4. Roger G. 850 H. man 1000cc 10m 09s, 1000cc round 1. Homewood 76.33 mph 2. Attoo 3. Walsh Fastest lap: Roger Saunders (1.0 Sigma 800), 9m 8s, 78.55 mph  
Up to 850cc class 1. GHM 72.80 mph 2. Anthony Ford (1.8 MGA) 1m 1s, 3. Peter King (1.8 MGA) Fastest lap: GHM 97.8s, 79.25 mph  
Handicap for pre-1940 cars (10 laps) 1. Graham Brown (1.3 R. by "Year") 10m 42s, 3. Chris Mann 1.8 Alfa Romeo Monza 10m 42.4s, 3. Andy McLennan 1.9 MGB 10m 44.4s, 4. Colin Tieche 847 MG J4, 12m 38.4s, 5. Paul Street 10m 42.4s, 6. John Hall 10m 50.4s, 7. Rob Haigh 1.9 MGA 14m 37.8s, 8. Ian Hall 1.8 MGB, 16m 46.4s  
Over 1000cc class 1. Alan Ede (1.8 AC Cobra) 72.75 mph 2. Ian Morgan 1.8 Austin Martin DB4 72.92 mph  
1000cc to 2000cc up to 3000cc (10 laps) 1. Peter E. (1.6 Total E-type) 14m 17.4s, 77.87 mph 2. Andy Sander (1.1 Austin Healey 3000) 14m 22.4s, 3. Rob Haigh 1.9 MGA 14m 37.8s, 4. Ian Hall 1.8 MGB, 16m 46.4s  
Over 3000cc class 1. Alan Ede (1.8 AC Cobra) 72.75 mph 2. Ian Morgan 1.8 Austin Martin DB4 72.92 mph  
2000cc to 3000cc class 1. No starters Fastest lap: Syd Segal 1.3 Austin Healey 3000 17.4s, 78.32 mph  
3000cc to 4000cc class 1. Alan Ede 72.80 mph 2. Ian Hall 3. Peter King 3m 1s, 79.45 mph  
Up to 1300cc class 1. Ian Hall 72.80 mph 2. Melco M. 50.4s, 3. John M. 50.4s, 4. James Thrasher 1.1 Austin Healey 50.4s, 5. Peter King 50.4s, 6. Syd Segal 50.4s, 7. Andy Sander (1.1 Austin Healey 3000) 50.4s, 8. Alistair Naylor (1.3 MG TC) 10m 28.8s, 9. Roger Shadbolt (1.3 MG TC) 12m 34.4s, 10. Dave Clewley 1.7 MG TC 10m 49.8s, 11. Chris Jones (1.3 MG TC) 10m 49.8s, 12. Martin G. 1.3 MG TC 1m 17.8s, 13. Ian Hall 1.3 MG TC 10m 48.8s, 14. Chris Edwards (1.3 MG TC) 10m 49.8s, 15. Martin G. 1.3 MG TC 10m 49.8s, 16. Ian Hall 1.3 MG TC 10m 49.8s, 17. Peter King 1.3 MG TC 10m 49.8s, 18. Ian Hall 1.3 MG TC 10m 49.8s, 19. Peter King 1.3 MG TC 10m 49.8s, 20. Ian Hall 1.3 MG TC 10m 49.8s, 21. Peter King 1.3 MG TC 10m 49.8s, 22. Ian Hall 1.3 MG TC 10m 49.8s, 23. Peter King 1.3 MG TC 10m 49.8s, 24. Ian Hall 1.3 MG TC 10m 49.8s, 25. Peter King 1.3 MG TC 10m 49.8s, 26. Ian Hall 1.3 MG TC 10m 49.8s, 27. Peter King 1.3 MG TC 10m 49.8s, 28. Ian Hall 1.3 MG TC 10m 49.8s, 29. 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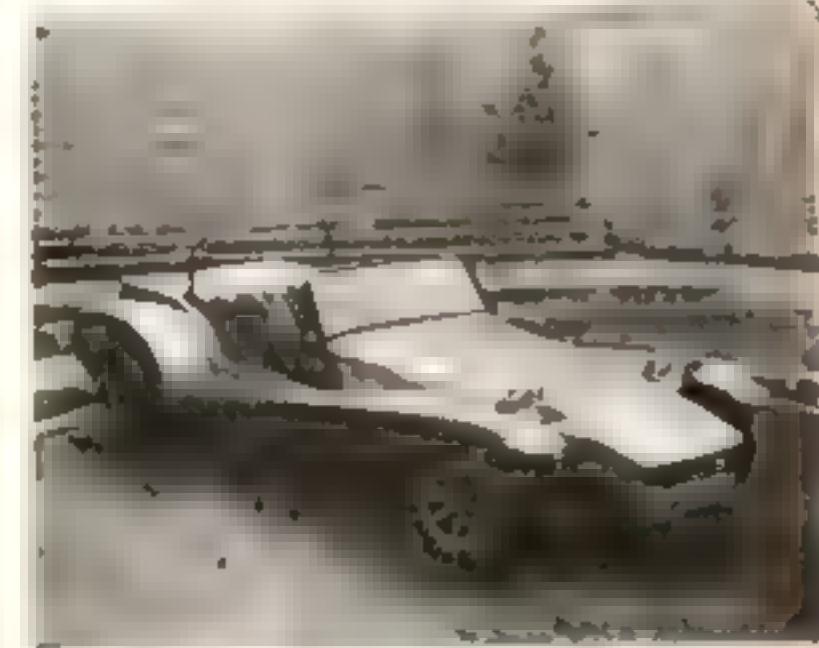
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The above cars are all fitted with Chevrolet full house engines. DG300 Mark 2 gearbox. Extensively rebuilt with brand new suspension components etc and front radiators. Pallas F/F and big tanks. Wings etc. Just rebuilt. £850. Rolling chassis March 703. Specially modified for Atlantic. Big tanks etc. £850. FF Alfa Mk 22. Very clean and ready to race. At £850. Rolling chassis. Crotteau 1MF Formula Libre. Being rebuilt now. Offers.

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Ventilated discs 12½in dia. All types of F/F Ford 350in dia. Oil and water radiators to suit all types of racing cars. £20-£35 each. Big big tanks £25. Oil tanks, water tanks, alloy catch tanks. From £3 each. Alloy oil pan, oil F/F small sports cars, etc. Gear box. £15-£30 pair. Hawke Super Veg chassis. £50 each to clear.

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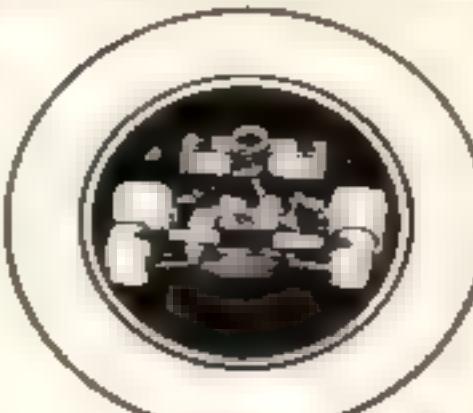
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Ford Transit V8 articulated. Unique and unusual articulated Ford Transit V8 3 litre transporter. New tyres, resprayed, ramps, racks, strip lighting. 12 months road tax. No HGV. Immaculate condition. Used for transporting Formula 5000. Also Honda 60 Monkey bike, J reg. First class condition. Used only in paddock. £1525. £125

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Rolling Chassis with bag tanks, 5", 10" wheels, shocks, less nose cone only, or will break for spares, etc. £450.

Merlyn Mk 10 rolling chassis, stored for 2 years, Mk 8 Hewland less gears, back plate only, 7", 8", 10" wheels. £350.

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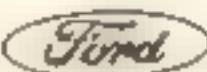
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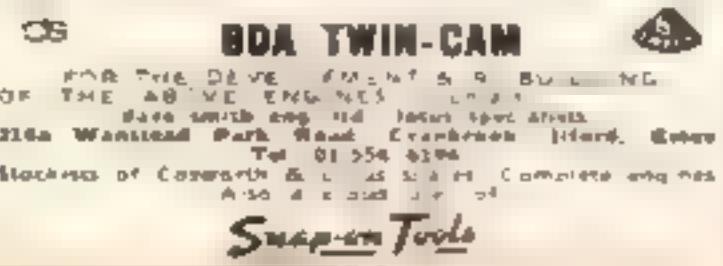
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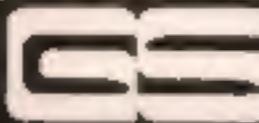
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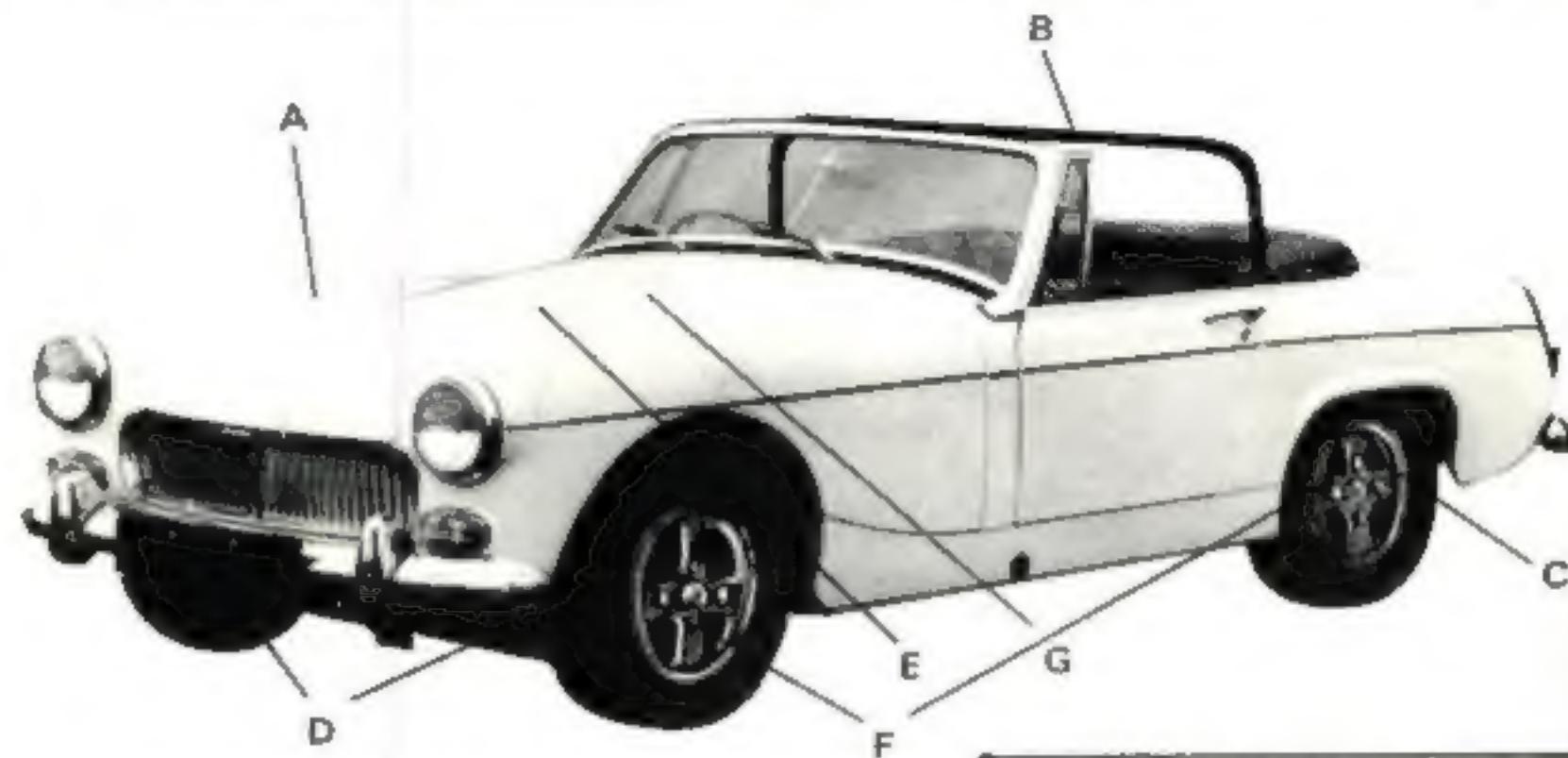
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